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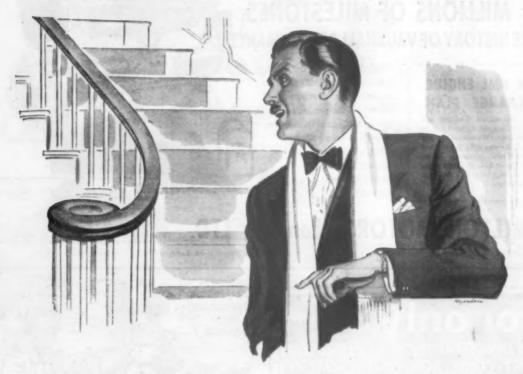
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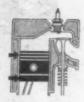
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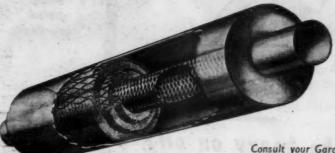
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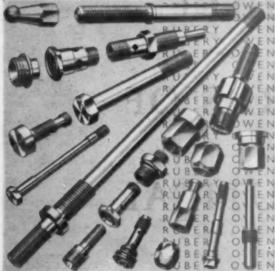


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In This Issue

The Incidence of Trouble	266
News and Views	269
Disconnected Jottings	271
Consul Modifications	272
Exhaust Braking	272
Talking of Sports Cars	273
ROAD TEST: Ford Anglia Saloon	275
Continental Caravanning	279
New Cars Described : B.M.W. 50!	282
Innocents Over the Border	284
Correspondence	287
The Aintree Project	290
Readers' Service	291
Rosette Rally	292
The Sport	293
Forthcoming Events	294
Club News	295
In Brief	296

Friday, 26 February 1954

Vol. 100

The Bumper That Isn't

ITH minor collision risks increasing daily as the registration figures climb, the car owner might well feel aggrieved once more at the shortcomings V of the bumper. This device began usefully as a remote steel strip which prevented the minor bump from causing damage to coachwork. It deteriorated in the 'thirties into a mainly decorative appendage at front and rear, and its revival as a protection has been almost entirely owed to the determination of Americans to make the device live up to its name. Under the stress of the U.S.A. car owner's shunting technique when hemmed in at the kerb, the British bumper cut a sorry figure, somewhat relieved by the addition of substantial over-riders.

The bumper remains, however, very unsatisfactory. For a start it should be

mounted at a standard height above the ground, thus dispensing with over-riders, and the usual objection to this—that common bumper heights for small and large cars would lead to absurdity in appearance—is partly a confession that styling departments are suffering from lack of inspiration. Secondly, a correctly designed bumper needs, not rigidity, but limited flexibility, and the present semicircular or V sections are inherently rigid. Thirdly, the use of a high finish such as chromium plating for the bumper is absurd. In spite of its hardness, chromium is easily scratched, and it is, at best, a coating that comes off given half an excuse. Fourthly, the integration of bumpers with the body itself is absurd.

Bumper design—often to the car manufacturer's specification—is in a groove from which it is high time that someone climbed. The need is simple: to protect the car from minor damage which, none the less, is likely these days to cost at least ten pounds for respraying. The specification calls for a standardization in mounting height of a device giving maximum protection and possessing limited flexibility, while the appearance can be made to harmonize with the rest of the car or to stand on its own. Present bumpers are wide of this specification.

Honours Even?

ONOURS are about even in the recent exchange between E.C.E. and the motor industry. In the U.N. report on the steel market in 1953, the Economic Commission for Europe's steel committee is sharply critical of the British industry for diversity of models, high-priced specialist cars and the overlooking of light alloys as a means towards a "popular" car. It also quotes the industry's alternate fits of optimism and pessimism over markets as evidence of existence on a hand-to-mouth basis.

These criticisms are, perhaps, most useful as evidence of the influence of American thought in E.C.E. circles. Volkswagen output (nearly 200,000 a year) is held up as an example of the economy of large-scale production, but the industry's retort that Britain makes the cheapest car in the world is adequate to show that economy of manufacture is not directly proportional to output figures. Light alloys are by no means an unmixed blessing. Moreover, it would be a foolish industry which overlooked the demand for specialist cars; even in the U.S.A., where the car has advanced farthest along the road to pure utilitarianism, the desire for something a little special is strong. This is a market in which Britain has profited greatly and it would be absurd to relinquish it.

As to the industry's nervousness regarding prospects, this is shared by all manufacturers whose goods are bulky and numbered in thousands. The slightest bottleneck in the markets raises a severe problem of storage and production, and large-scale over-production, or a sharp contraction to avoid it, by a single manufacturer of, say, the size of Austin, can soon reverberate through the economy to set off a recessional panic. The biggest boon in international car trade would be the retreat of governments from the field. About 50 per cent of the motor industry's difficulties since the war, and perhaps 100 per cent of its jitteriness, can be traced to the fear that a new trade agreement will, or will not, eliminate cars from the normal interchange of goods between peoples.

The Incidence of



TROUBLE

WHAT ARE YOUR CHANCES?

By THOMAS WHITSON

in the twelve months up to October 31 last nearly 110,000 members were helped by garages under this scheme at the expense of the A.A... Radio-equipped vehicles dealt with nearly 20,000 similar cases in the same period. ... The odds are nearly ten to one against a member requiring this service."

Lord Teynham, chairman of the Automobile Association.

CTATISTICS over a number of years have shown that Sthe incidence of the varied troubles which afflict the average motorist has reached a state of consistency. It is a fact that, altogether, over 159,000 A.A. and R.A.C. members fell by the British wayside in a single year, and it seems hardly reasonable that in these days of claimed dependability such deficiencies should prevail; but they do, as a recent analysis shows.

The fact that, for a variety of post-war reasons, an abnormal proportion of cars currently on British roads is well above the average age and mileage covered figure pre-vailing before the war must, however, be remembered. On the other hand, it is interesting to note that the number of post-war cars attended to by the major organizations was oreater than the number of pre-war cars. Whether this is indicative of their overwhelming presence must be doubted; it is more likely that the driver who is in a position to afford a post-war car can also afford the annual subscription to the R.A.C. or A.A. The owner of a less expensive—in every respect—pre-war car is very likely an enthusiastic driver who maintains his own mount, and who would not be able to afford garage assistance unless forced.

The figures given in the table opposite were arrived at by analysing over 20,000 of the total number of breakdowns attended by the A.A.

It might be a good idea if every car owner were to have

a copy of this analysis placed prominently in some part of his garage. The figures for the corresponding period fol-lowing such an action would probably show a definite decrease

Trouble can be divided into two categories, the first being mechanical and the second electrical; each is 95 per cent avoidable. Both are inevitably the result of careless ownership in one direction or another, and the driver who spends every weekend in his garage is only half-way to solving the problem. There is almost certainly more mechanical trouble born of bad driving than bad maintenance, and it is a combination of perfection in both that

results in perfection as far as the lack of breakdowns is concerned. It is easy to shrug one' shoulders in the cold light of a frosty morning and assume that all is well because the lubrication chart on the garage wall has been ticked at the requisite places. It is easy to

A choke control wire which kinks during the last part of its travel may, in time, cause the car to stop unexpectedly -- and permanently.



BREAKDOWN STATISTICS

(Figures supplied by the Automobile Association and based on a cross section of the total number of breakdowns attended by the Association's road patrols.)

Electrical	
Ignition	14.5 per cent
Flat batteries	8
Lights, wiring and fuses	7
Mechanical	
Engines	27.5 per cent
Transmissions	13.5
Clutches	4
Others	4
Tyres	8.5
Lack of fuel	3.5
Miscellaneous	9.5

fill the radiator, top up the sump, fill the petrol tank to capacity and set off on a journey of 200 miles or more. What more can one do, one thinks?

Although there can be no doubt that the hours spent on the lubrication of every nipple, and the correct adjustment of every nut are well indulged, a great deal can be undone by inconsiderate driving. The troubles which are a direct consequence of this maltreatment do not show up in the warmth of the garage, but in the damp coldness of the open road. Many theories have been propounded on the subject of so-called economy, touching mainly upon fuel and the saving thereof, but no matter how economically a driver behaves in consideration of the fuel consumption, there are other aspects which rear their ugly heads from time to time.

Peter and Paul

Economy in general, and fuel economy in particular, are complementary, but there must be an element of doubt regarding the advisability of robbing Peter to pay Paul. For example, the engine which is run with an eye to fuel economy—and very many engines are nowadays—may well suffer in the end, because, although an owner may drive a car for thousands of miles without the slightest suggestion of anything being wrong, the correct combination of cir-cumstances will bring about the sudden realization that a weak mixture has burned the valves and the serviceability of the cylinder head has been impaired. This constitutes a roadside breakdown; another one for the statisticians. Overheating is the danger here, though on short home-to-office journeys the danger of overheating is not generally very great; on the other hand, a fully laden holiday car in typic ally hilly holiday country is liable to overheat to a greater degree than the owner had previously experienced.

In other words, what is sauce for the city goose need not necessarily be sauce for the country gander, and an engine will take only so much of this type of treatment before finally protesting and leaving the owner to his own devices—his legs and a telephone. Because a car is "the essence of reliability, old chap" on the daily grind it can, as humans often do, break down under excessive strain.

No one can be sure that this is how the statistics are boosted, but it is a fact that the majority of the unfortunates who seek help are a long way from home; longer, that is, than usual. It is also significant that the car is usually carrying a full complement of passengers and luggage. The ultimate protest was only a matter of time. The other aspect to be studied is whether adequate preparation was made for the journey. All too often is the family car shaken from its routine by a very long run which probably in-cludes more actual road work than is normally packed into six months' average service. One breakdown, or one spot of trouble every six months, is rarely perturbing to the owner, but one breakdown on each long journey can be very annoying indeed.

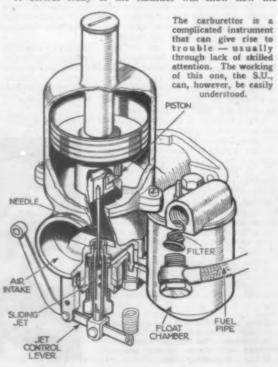
It is a matter of understanding the car; there can be no stringent application of the law of averages to this business —for some—of roadside failure. If it were possible to sit behind the driver who claims never to have broken down it is almost certain that the reason for his success would be apparent in his every move. He is probably cautious in most things and he will almost certainly be driving an externally well cared for car. His daily excursion to the garage invariably consists of the drill which everyone should carry out; an oil, water and battery check. Plug terminals, coil and condenser will be peered at, and a cursory examination of the tyres is a must. Over 8 per cent of the number of breakdowns catered for are caused by tyre failures. That is a large percentage when it is considered that there are four tyres only per car and thousands of other moving parts.

Gentle Treatment

In the ideal, humane treatment of the machinery at all times is the best antidote to trouble. True, there is no way of foreseeing a coil or condenser failure, but more often than not it is the tiny things that go wrong. It is misleading to clean the points carefully and replace them without fully tightening their fixing screws. When the car does cough and stop the points are above suspicion. "I cleaned them stop the points are above suspicion. "I cleaned them yesterday," is the cry, and the distributor cap remains undisturbed in favour of what are considered to be more important things. Every time the sump is topped up a small quantity of oil may be spilled over the sparking plug terminals. It is only a matter of time before the insulation suffers and an invisible short-circuit stops the engine. Breakdown men can tell a pretty story at times and quite often they deplore the lack of common sense which is displayed by the victim.

The roots of these troubles do not germinate suddenly; in odd instances they may do, but in the main they are the legacy of prolonged carelessness and complete lack of understanding. If the top covering of statistical figures is thrown aside it is found that the ping which developed into a clatter and a roadside stop started long before the journey, and had never been given much thought because "it has been like that for ages." No one can blame the manufacturer, for no single unit will go unattended indefinitely.

A careful study of the statistics will show how the



THE INCIDENCE OF TROUBLE

chances of having a breakdown can be lessened by intelli-gent forethought. Flat batteries took 8 per cent of the total number of unfortunates unawares; there is not much work, or time, involved in keeping that unit in good condition. A trickle charger is not absolutely essential. A fair proportion of the transmission failure figure results from faulty gear selection, and that, in turn, is downright bad driving; one has only to stand on any hill to hear frequent examples of bad gear changing, up or down. The same car may, admittedly, have an owner who dusts off the bodywork three times a day; but there is a lack of balance in the outlook of such a man.

The odd 9.5 per cent who nestle beneath the anonymity of the "Miscellaneous" heading perpetuated the unforgivable fault of allowing their brakes to become inefficient; nothing can be said in the defence of such people and it seems a pity that the overworked British policeman cannot devote

more time to mechanical checks than speed checks.

The largest percentage of trouble comes, not unnaturally, from the engine. The modern internal combustion engine is a complex piece of machinery with tolerances which Henry Ford would not have believed possible in his early days—all the more reason for taking great care when dealing with them. There are one hundred and one things to go wrong. There is no way of telling when a valve spring is going to break or a connecting rod come adrift, but there are almost certain symptoms of impending trouble which go on with-out being investigated. The unknown squeak under the bonnet automatically becomes as much a part of the car as the known click at the back; it is conveniently simple to regard it as equally unimportant. That is folly: it is one way of becoming a statistic.

Lesson from Racing

An object lesson in this sort of thing can be obtained from the study of racing car preparation. After each run the car is often stripped and reassembled with as much care as it would be if new. Even so, racing cars tail their drivers quite frequently and many such instances reveal a little something that was forgotten. Within reasonable limits, therefore, the average private owner can expect-to enjoy freedom from trouble if he gives his car a large measure of attention and drives it carefully, for he does not expect the exacting performance required of the racing car.

The desirability of an overhaul produces infallible symptoms. A car may run perfectly satisfactorily despite the fact that it uses a quart of oil every 200 miles; nevertheless it demands attention by blowing volumes of smoke through the exhaust every time it is used. The driver who disregards the obvious cannot expect roadside sympathy would be if new. Even so, racing cars tail their drivers quite

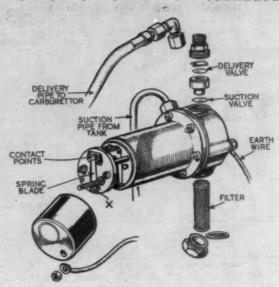
disregards the obvious cannot expect roadside sympathy when he gets what he deserves

The condition of the sparking plugs is the best possible guide to what goes on under the cylinder head. If a black, woolly carbon deposit is found on the plug points it is a sure sign that the mix-ture is too rich. If a hard scaling deposit is found the mixture is too weak; these things should be put right at the earliest possible opportunity, for although the unspecialized driver may feel that there is nothing amiss there definitely is, and it will catch up with the owner in the course of time.

Since the magneto gave way to coils, ignition failure statistics have rarely altered. If this is carefully thought about the conclusion

Early in 1949 the A.A. inaugurated a radio-controlled breakdown service in London. This has now been extended and covers several areas around big cities.

continued



The electric petrol pump is often suspect after an abrupt stop. The spring blade can be detached by removing the screw X.

reached that it is no great task to carry a spare condenser, a coil, a length of wire, and a spare set of distributor points; every motorist is entitled to ask, however, why this should be necessary. At any rate it is always profitable to carry as many spares as possible during everyday motoring. A member of *The Autocar* staff was very fortu-nate recently when his fan belt snapped during a difficult assignment which was being carried out in almost impossible driving conditions. He carried a spare and was able to continue. Manufacturers would do well to start a scheme whereby spare parts kits could be supplied to those who wanted them; this would be seized upon by many people as an admission of weakness and no doubt that is the reason for nothing having been done in the past in this direction. Overseas travellers are catered for; why not those at home as well?

With those who fell by the wayside because of the lack of fuel one can only sympathize. In these days of ultramarginal motoring it is perhaps surprising that the figure is not greater; of all the potential troubles which threaten the modern car driver there is one thing which everyone can be sure of-if there is no petrol in the tank the car will not go.



NEWS and VIEWS

Ferry Business

DURING 1953, 159,148 vehicles went abroad through the Port of Dover. Of these, 58,394 used the new drive-on car ferry terminal which was opened last July. The total was an increase over the previous year of 18,204 cars.

Stockholm Show

FOR the first time Stockholm will hold a show intended to parallel the similar events in London, Paris, Brussels, and other big cities. It will be held from March 26 to April 4, when it is expected that nearly 400 vehicles representing 60 car and 30 lorry manufacturers will be exhibited.

"The Autocar" Index

index to The Autocar volume XCIX, July to December, 1953, is now available from Iliffe and Sons Ltd., orset House, Stamford Street, London, S.E.I. The cost is 1s 2d including postage, and the publishers of *The Autocar* will undertake the binding ost copies, including supplying binding case and index, together with return postage, for 18s 10d. The cost of the binding case and index is 6s 5d including postage.

Reduced Charges

A JOINT statement by the A.A. and the R.A.C. records that a reduction in the service fee for providing foreign touring documents, and so on, has been made. The price will now be £3 instead of £3 los. The reduction has been made because of some simplifications in Continental travel as a whole, but most motorists feel that these charges are unnecessarily high and that they are based more on what the service costs. than what the service costs.

P. and O. Buy Silver City

P. and O. Buy Silver City

A MAJORITY share holding in Britavia, Ltd., the independent air group which owns Silver City Airways, has been acquired by the Peninsular and Oriental (P. and O.) shipping company. The Silver City car air ferry company was acquired by Britavia in 1948 and its recent development has been little short of phenomenal. After a very humble beginning it increased its business so rapidly that during 1953 nearly 40,000 vehicles were flown to and from France and Belgium. Silver City also claims to have the largest fleet of cargo aircraft in Europe in addition to its air ferry business.

10,000-mile Trial

THIS year the Redex Round-Australia Reliability Trial will cover nearly 10,000 miles. It will be more than 3,000



This prototype Mercury Monterey XM-800, shown by the Lincoln-Mercury division of the Ford company of America, is intended to combine as many features of the American "cars of the future" designs as possible, but it is capable of being put into volume production. It is 4ft $7\frac{1}{2}$ in high, and has particularly unusual styling at the front. The car will go into actual production if public demand is sufficiently great.

miles longer than the ambitious event held last year and will, in fact, comprise a route taking competitors right round the Australian continent. It is claimed that the 1954 event will be the longest, toughest and most hazardous trial ever staged. It will start from Sydney on July 3 and it is "expected to finish on about July 22." Prizes will total over £4,000, with £2,000 for the outright winner.

B.R.F. React

IN the recent House of Commons debate on the roads, Mr. Hugh Molson, speaking for the Government, said that a speaking for the Government, said that a recent statement by the British Road Federation about the scale of Government road expenditure during the next few years was entirely untrue. This allegation has been denied by the Federation, who now point out that they quoted the disclosure made by Mr. Alan Lennox-Boyd, Minister of Transport, that the actual additional expenditure by the Government in its £50,000,000 programme during the next three years would be 1954-55—nil, 1955-56—£2,500,000, and 1956-57—£7,000,000. Thereafter additional expenditure would be in the region of £10,000,000. The B.R.F. point out that these figures show that it will refer more than seven years to spend the take more than seven years to spend the £50,000,000.

Italian Production

DURING 1953 Italy produced 142,847 cars as part of the total vehicle output of 174,294. The total was an increase of some 26 per cent over 1952 and it constituted a new record.

Exports were increased by 19 per cent over the 1952 figures. The total was 31,506, of which cars accounted for 30,155. The main importing countries (5,658). Switzerland (4,255), Sweden (3,197), Austria (2,940), Spain (2,111), Belgium (1,895), Netherlands (1,702) and Denmark (965).

AVERAGE CLAIM IS TREBLED, BUT . . .

WNERS often grumble at the amount of their insurance premium. It is just as well that sometimes they should look as the reverse sometimes they should look as the reverse of the coin. The average cost per insurance claim before the war was between £11 and £12. Today it is trebled between £36 and £37. Premium rates, on the other hand, have increased by a quarter. This, on a rough-andready analysis, would seem a good margin when it is known that 70 per cent of drivers qualify for the no-claim bonus. Thus the quarter increase on the revenue Thus the quarter increase on the revenue side applies to everyone, but the outgo, that is trebled, only to less than a third of the policies. However, before the war, this no-claim applicant figure used to be

as high as 82 per cent.

The figures quoted above were given by a motor insurance underwriter at a meeting of the Insurance Institute of London on January 18. He went on to say that visitors from abroad were amazed at the low cost of motor insurance in Britain. In Canada, as in the United States, every policy carries a compulsory "deductible" that is, the motorist bears the first part any claim himself. Premiums in the dollar countries are much higher and the policies have fewer of what are known as trimmings—medical expenses, loss of rugs

and luggage, and so forth. On the continent of Europe, on the other hand, motor insurance costs four times the amount over here and there just are no additional benefits at all.

The speaker at this London meeting went on to say that trimmings in Britain were to generous. He also wanted the dis-count system reviewed. He saw no justi-fication for allowing a discount for two cars insured by the same person. Further, the voluntary excess was illogical today. For the motorist to carry the first £5 of any damage was meaningless when the average claim was so much higher, and thus it saved few claims being put forward: but it still collected a 10 per cent discount. Then, alas, he attacked the no-claim bonus riself. There is, however, little chance of this being abolished. It is a popular feature with all drivers and they like to boast about the length of time they have had it as a good behaviour certificate.

Of course, everyone must agree to some extent about discounts. If a no-claim bonus is already collected it pays hands down not to make a claim that does not exceed £X. And that £X is likely to be more than £5. But for guaranteeing to take the first £5 ourselves a further 10 pays cent discount is given or for £10 is in per cent discount in given, or for £10 is it 15 per cent . . . ?

New York Show

WHEN the international motor sports show finished in New York recently, exhibitors estimated that cars worth about 2,000,000 dollars had been sold. More than 200,000 people paid to see the show.

British Target

SPEAKING at the annual dinner in Birmingham of the West Midland division of the Motor Agents' Association, Mr. R. Gresham Cooke, director of the Society of Motor Manufacturers and Traders, said that the target of the motor industry in 1954 was the production of a million vehicles. Out of that figure car production was expected to be over 600,000 and it was the aim of the industry to send 50 per cent of those cars abroad.

Quality Goods

THE Minister for Economic Affairs at THE Minister for Economic Affairs at the American Embassy in London, Mr. Lincoln Gordon, spoke recently at the annual banquet of the Coventry Chamber of Commerce. He said that, given a product of quality that could meet and beat competition, and given the necessary effort, a British producer could enter the American market and stay there. He picked out the British motor industry as a particularly good example. In 1937
America imported only 348 British cars, yet in 1950 sales to the U.S.A. were 20,000, and they reached a record of over 30,000 in 1952. Last year sales were still over 25,000.

He said that cars had become Britain's second largest dollar export, and this sucsecond largest dollar export, and this success was astonishing when it was remembered that the car industry was perhaps the symbol of American mass production. The American domestic market was intensely competitive and it required a complex network for sales and servicing. Yet this was the very market which British manufacturers had dared to other and in which they had been doing the content and in which they had been doing the content and th enter and in which they had been doing so well.

New Snow Tyre

THREE rows of bars, arranged in a chevron pattern, are used for the new Dunlop snow tyre, the Winter Extra Grip. This arrangement overcomes a difficulty of barred treads by giving a condifficulty of barred treads by giving a con-tinuous running surface. There are knife-cut slicings, sometimes called "stop notches," moulded into the edges of the bars and these are for slimy surfaces and ice. The tread pattern is wide, and is given extra irregularity by the recessing of alternative bars at the sides of tyre, which helps traction when the wheel digs into soft surfaces.

into soft surfaces.

Final tests of this tyre were carried out on Monte Carlo Rally cars.



The new Dunlop snow tyre.

Special Appointment

ONE of three British delegates to the Bureau Permanent, Economic Commission for Europe, is Mr. G. W. M. Lush, of the Nuffield Organization engineering division. He flew to Geneva on February 20 to attend a meeting of the Commission at which one item to be discussed was the internal traffic problems of

Compression-Injection

A NEW system of fuel injection for petrol engines is now undergoing development by Mr. Lawrence Bond, of Wormley, Surrey, the designer of the original Bond Minicar and at one time a competitor in 500 c.c. races with a car of his own design and construction. This new system discusses with any mechanical system of the content of the con new system dispenses with any mechani-cal drive from the engine, fuel being forced into the induction tract by a springforced into the induction tract by a spring-loaded plunger, the spring in turn being compressed by the explosion pressure in the combustion chamber through a small passage drilled in the cylinder head. In the initial design, which incorporates a barrel throttle, injection takes place through the throttle spindle, a cam formed thereon regulating the stroke of the

plunger according to the throttle opening. The system is fully adjustable, and the plunger is lubricated by the engine oil under pressure.

It is claimed that the gas passage— which can be no larger in diameter than about 0.050in—does not become ob-structed by carbon. The sealing arrange-ments are simple, and provision can be made further to use the gas pressure to provide the fuel feed by a pressurized fuel tank. Any type of fuel feed, however, can be used with the basic injection system.

Overseas Touring

IT is expected that more British motorists than ever before are likely to take their cars abroad in 1954. The R.A.C. has already made over 1,800 bookings for members compared with 1,600 for the same period last year. The growing popularity of foreign motoring travel has received added impetus from the recently increased travel allowances.

Canadian Export

CONTINUING the decline which started in September, 1953, export shipments of Canadian-made motor vehicles fell to the lowest monthly total for four years in November last. However, we want to the continue t ever, substantial gains in earlier months of the year raised the January to Novem-ber total above that for the same period of 1952. According to the Dominion Bureau of Statistics the month's total was

Sales of European vehicles in Canada during November rose to 1,439, but the 11-month total of 27,542 was very slightly below that for the same period of 1952.

Seventy Years Ago

AT the sixteenth annual dinner of the Midland Centre of the I.B.C.A.M. at the Grand Hotel, Birmingham, on February 11, Mr. G. E. Dono, of the Nuffield Organization, recalled that the institute was the descendant of the Institute of British Carriage Manufacturers which was formed in 1883, and which then had 14 members. It was in 1919 that the words "and Automobile" were added to the title, and the present membership was now 1,000, of whom 500 were in the Midland Centre. The speaker also disclosed that sheet steel for body production was still having to be brought from the U.S.A. and Europe, despite the continually increasing output of the continually increasing output of British steel industry.



Anti-skid pattern of a road near Toulouse that has been scored and treated with a flame-thrower to restore the roughness of the surface.



and character that goes deep

To watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the T.F. Midget is quite a touching experience! And undoubtedly she is a car to fall in love with. Her line is enhanced by a slightly longer and lower bonnet and a new bow-fronted radiator adds a touch of contemporary elegance. Headlamps are now gracefully streamlined into the wings. But, of course, it is in performance that the M.G. shows her breeding. Here in the T.F. you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise

even the most knowledgeable of M.G. enthusiasts. This T.F. model is clearly going to maintain and enhance the M.G. reputation for unique and exciting motoring in safety... fast!





Safety-glass is a standard M.G. feature.



THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD London Showrooms: Stratton House, 80 Piccadilly, London, W.I Overseas Business: Nuffield Exports Limited, Cowley, Oxford, 2nd at 41 Piccadilly, London, W.I



MR.TROWBRIDGE has a problem

Mr. Trowbridge—active young director of a furniture concern. Lives with his wife and baby daughter in Richmond. All winter drives three mornings a week to the company factory in High Wycombe and then back to his office in the City. Owns a Mark VII and has to be certain the radiator will never freeze on frosty mornings.

THE ANSWER: Snowflake—the best, most reliable anti-freeze there is; the tested brand marketed by Shell-Mex and B.P. Ltd. It's *guaranteed* to safeguard any car against temperatures down to 35° of frost.

SNOWFLAKE anti-freeze

The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign.





Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

Motoring Science

THE thesis of Mr. Domenico Japelli, the commercial director of Lancia, is that the car and internal combustion transport in general have so far entered the daily life of the century that they deserve a recognized science of their own; Motoristica, suggests Mr. Japelli, but the English translation, "motoristics,"



Esoteric.

is lame. However, the thesis can command agreement because, as the author says, corresponding human activitiesmedicine, music, building, geology and so on-have their esoteric fraternity. Automobile engineers themselves are catered for, of course, and traffic engineers are gaining recognition, but both of these are somewhat divorced from normal internal combustion engine usage and study (very much so in some cases, one would think!). Mr. Japelli suggests a chair of motoristics at universities, and in Italy something Whenever I see an of the sort exists. educational establishment concerned with cars and traffic over here I feel that a period at school might well be devoted to learning about the car, its driving, its service to the community, the road safety aspect, and so forth. It would prove a more interesting period than that devoted to music, say, as spent at my school. There are few experiences more intimidating for the adolescent male than trying to sing hearty folk songs to the accompani ment of an out-of-tune piano badly played. After the ordeal of school music, I wonder I ever got round to appreciation of the masters (musical).

Fish Out of Water

THE electorate's chief criticism of its ministers is that they cannot very well know a lot about the subjects with which their departments deal because they change round so frequently. Mr. Hugh Molson, the Parliamentary Secretary to the Ministry of Transport, is not a minister, but I could not help feeling as I listened to him at the Ferodo Trophy presentation recently that performances such as he gave serve only to increase public misgiving. Mr. Molson said early on that he was chairman of the Road Safety Committee,

and then went on to announce that he had just paid his first visit to the Road Research Laboratory's road safety section at Langley and that the Government car in which he went had brakes that were badly in need of adjustment. I have heard no apter indication of the Ministry's apparent attitude to-wards its scientists. I am no chairman of road safety committees, but I made it my business some years ago to get to know Langley and its work intimately, and my car's brakes are excellent and balanced. Mr. Molson then gave a strong hint that the Government was in favour of vehicle testing stations, quoting in support of them the fact that "the accident record in those States of America where the testing of vehicles is compulsory is some 20 per cent better than in those where it is not." In the eyes of the Parliamentary Secretary it appears to be, by implication, as easy as that. And he was talking to an audience of skilled motorists and engineers, with a sprinkling of statisticians, no doubt. Does Mr. Molson really think that one can thus jump to



War cry

conclusions? Do the cars of the vehicle-testing States never go outside their own boundaries? Do no visitors enter these States by car? Are there no other factors involved in accident causation?

The Government has a new war cry over road safety—"speed is the enemy" in brief—and it is sounding it on every conceivable occasion. Mr. Molson played his part: "I am much more concerned that motor cars should be able to slow down than to speed up." That sort of thing looks well in the penny papers. So would a comment of the colleague with whom I was standing. "He might also be concerned that there is enough road per vehicle to slow down in."

Rounded Off

ANYONE finding himself being followed by the Man with the Blazing Head Light of whom I wrote a week or two ago should take the advice of a correspondent of mine. At the first roundabout, he recommends, continue right round the island before taking the exit road. This is a ploy

which would not disgrace Stephen Potter, and I almost look forward to my next encounter in order to make the experiment. The trouble is that one might be accused by the foiled cop of driving without due care and attention in not finding the exit road first time!

Grip

"MY feeling is," said a colleague, "that the old type of 'knobbly' tyre was magnificent on a firm road, giving a much better grip than a normal tyre." The statement surprised me, but I could not dispute it, having had no experience of trials knobblies. I would have thought, however, that the reduction of contact area would have given the knobbly a poor grip on ordinary roads—by comparison, of course. Has anyone any strongly remembered experiences?

+ + + Ice

We not? Unfortunately, that is all the practice one gets in the course of a year. (Or is it fortunately?) However, in this country we need much more practice on ice, because ice driving in Britain is so much more dangerous than abroad owing to the greater number of vehicles. It isn't, as we all say, what one does oneself, but what others do. During the spell of icy roads, I was sometimes alarmed by cars approaching, the drivers of which had obviously never experienced that awful sense of helplessness that comes when all four wheels start to slide, and at other times I was bored by motorists whose idea of ice driving was 3 m.p.h. in the middle of the road. No doubt



Helplessness.

they hated my habits just as much. Add to lack of practice the fact that no English road has more than a few yards of straight, and this becomes about as dangerous a country under ice as any. With a straight and empty road disappearing over the horizon, as found on the Continent, 50 to 60 m.p.h. on ice or hard snow is quite safe. But if a road keeps bending, 30 m.p.h. can call for real skill in the control of sliding wheels.

CONSUL MODIFICATIONS

Laystall Head and Carburettor Conversion

ARGER inlet and exhaust valves, with ports of increased size, the raising of the compression ratio to 8.4 to 1, the compression ratio to 8.4 to 1, double valve springs and twin 1½ in S.U. carburettors are modifications for the Ford Consul which are being made available by the Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.I. Modifications to the standard cylinder head also include welding on inlet port extensions, to take the two S.I. cylinder head also include welding on inlet port extensions, to take the two S.U.
carburettors, which are operated by the
existing controls. They are semi-downdraught carburettors, connected by 'a
balancer tube. The complete cost of the
converted head and carburettors is £45
with surrender of the existing head, and
Laystall charge £5 extra for fitting.
The standard exhaust system is at present retained. It is claimed that the b.h.p.
of the first Consul engine so treated was
raised from 45.7 at 4,000 r.p.m. to
66.8 b.h.p. at 5,200 r.p.m.

A Consul thus modified has been tested

It was found that the by The Autocar. by The Autocar. It was found that the car retained its flexibility and smoothness, and would pull evenly away from 10 m.p.h. in top, while throughout the increased performance range the engine was consistent and even. There was no pinking on Esso Extra fuel, and no running-on after high speed work, but the unsilenced carburettors were audible when accelerat-

ing.

The car needed nothing more than any main road straight to nip up to its maximum speed of slightly over 80 m.p.h., which was often seen. Gradients were maximum speed of slightly over 80 m.p.h., which was often seen. Gradients were tackled in an outstanding manner. Between 30 and 40 m.p.h. hills of 1 in 11 could be climbed on top, and Tapley readings at 60 m.p.h. indicated the ability to storm 1 in 15 at that speed. This is the sort of top gear performance which is really useful in main road conditions because of its potentialities for overtaking, as well as for prolonged cruising. Second over of the three-speed how made the three-speed box

available a spirited 7 sec from 30 to 50

available a spirited 7 sec from 30 to 30 m.p.h.

Hard driving and testing, using the extra speed and acceleration very freely, gave 21 m.p.g. The carburation is not rich, and a high compression is economical: in quieter driving the m.p.g. should be much the same as that of the standard engine, and in some circumstances possibly a little better. Performance figures in the table, with speedometer correction and with two persons on board, are the means of runs in opposite directions. The figures for the standard Consul as road tested by The Autocar are given in brackets. in brackets.



The modified combustion chamber.

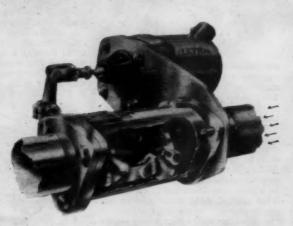
Maximum Speed

Mean 80.5 m.p.h. (175 m.p.h.). Best #I m.p.h.
Standing | mile 21,5 sec.

THE EXHAUST RRAKING FROM

Devices to Create a Deliberate Back-pressure on Hills

The Parkwood Oetiker exhaust brake, cut away show spindle and operating linkage.



THE most important problem with modern high-performance cars, if they are large and heavy, is the amount of work that the brakes are called upon to do, and the same problem so besets racing cars that some events are won or lost by brakes rather than engines. The improved linings developed by research, and the development of disc brakes, are doing much to solve the problems of overheating, fading and heavy wear. But there has been much enquiry into the possibilities of some sort of non-wearing auxiliary braking which would relieve the brakes proper of such work as checking the car during long Alpine descents, so that they could retain all their ability for emergency work and serious demands. Bodywork of low air resistance and a high top gear increase the problem.

This braking difficulty is shared by buses, with their great weight, constant stopping and, in some cases, operation in mountain districts. One solution is a device for blocking the exhaust pipe, which enormously increases the braking effect of the engine, and there are now two such devices being made and used in

Great Britain for commercial vehicles.
The Swiss Oetiker device has been in existence twenty-five years, and is now being made by Parkwood (Brakes), Ltd.,

Sunbury-on-Thames, Middlesex. It is quite simple, being a butterfly valve in a tubular chamber, fitted anywhere between manifold and silencer. The ends of the butterfly spindle are a loose fit in their bearings, so that floating of the circular plate keeps its seating clean, of the circular plate keeps its seating clean, but these bearings are in blind holes, so that gas will not leak. The spindle of the internal linkage moving the plate emerges elsewhere, through a gas-tight bearing. Clayton-Dewandre have developed a small vacuum, or air pressure, servo; and this can be coupled to either the brake or the throttle pedal, or to a manual lever. During a recent demonstration, a coach

sped rapidly from 20 to 30 m.p.h. on a 1 in 9 hill on the overrun in third gear; with the exhaust brake in operation it was held to a steady 20 m.p.h.

Another version of the exhaust brake was started by the Rhondda Transport Co., and is now manufactured by Thomas Ash and Co., Ltd., 19, Rea Street South, Birmingham, for transport diesels. The butterfly does not completely close the exhaust passage, and thus the engine can still tick over. It is housed in a casting still tick over. It is housed in a casting which is bolted to the manifold outlet, and carries a flange for the exhaust pipe. carries a flange for the exhaust pipe. A sprung lever normally holds the valve open, and it is closed by a solenoid incorporated in the brake pedal pad. A light pressure of 3½lb operates the solenoid, but not the ordinary brakes. Such devices are adaptable to petrol

engines and to private cars, but obviously there might be grave difficulties in supersports or racing engines where considerable overlap of valve timing is used.



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VINTAGE RIDEY NINES

The Right Mixture for the Family Motorist Who Likes the Occasional Sporting Event

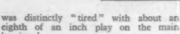
HE Riley Nine can assuredly be classed as a sports car, although many people will perhaps associate many people will pernaps associate the type with lively but quite respectable four-door saloons of the Monaco, Kestrel, or Merlin series, of which there are thousands still running in very good condition, despite the fact that the Nine has not, alas, been manufactured by Rileys since 1937. not, alas, since 1937.

Later models of the Nine were fitted with comparatively roomy bodies, which had due effect on the performance of an engine that was willing but of only 1,089 c.c. capacity. The earlier vintage Nines were more lightly built, and their performance—but not, perhaps, their silence or comfort—is still quite good even by presentday standards.

The Brooklands and the later Imp were both out-and-out two-seater sports cars, but the need for carrying the family at out the need for carrying the tamily at intervals and using the car for business as well as fun has compelled me to stick to four-seater touring bodies. A Riley Nine is a very suitable sports car for the impecunious, because the four-cylinder engine, of 60.3 mm bore and 95.2 mm stoke with its twin high camehofts, short stroke, with its twin high camshafts, short push-rods, hemispherical combustion chambers, and valves set at 90 degrees, is easy to tune and does not require expensive modifications to put it into sporting trim. In fact, the Riley Nine engine does not respond over-well to the more elaborate processes of supercharging, machining heads, and so forth. A supervising output can be obtained from a surprising output can be obtained from a perfectly standard engine simply by fitting multiple carburettors and higher-compression pistons. The petrol consumption is modest, too — 40 m.p.g. with normal driving, using a Solex car-burettor, and, with twin S.U.s fitted, 32 to 33 m.p.g. The normal compression ratio of 5.25 to 1 I have increased to 6.25 to 1.

My first experience of the Nine was 1929 Mark IV tourer, which gave me a considerable trouble-free mileage for some years, and in which I made my first tentative efforts in mildly competitive events. I have to admit that this car's condition, when I finally parted with it to a garage proprietor, was very far from approved vintage standards, as the hood flapped odd ends in the wind, the two front springs were broken, and the engine

Two of a kind; the 1929 Mark IV tourer (above) and the 1930-31 Mark V tourer, with nonstandard front wings.



bearings! The garage proprietor welded the front springs solid, which did not exactly im-prove the already firm riding qualities, but did not appear to impair the excellent cornering and road-holding at all. Minus the remains of the hood and loaded up with spare parts, it could often be seen towing much larger and newer cars, and I have no doubt that JK 553 is still going

strong somewhere. Riley engines, gear boxes and back axles rarely seem to wear out—they disappear for spares. Incidentally, the modifications to the original 1926 design introduced by the manufacturers from time to time (acceptance). time to time (apart from preselector gear boxes and automatic clutches in the early 1930s as an optional fitting) were mostly concerned with the inlet and exhaust manifolds, and I have found that bits and pieces such as crankshafts, timing gears, brake drums, or half-shafts can confi-dently be taken from anything five years older or newer than my present 1931 model. The makers are most helpful, and can still supply most spares from

Timing Short Cut

My next Nine was a saloon: infant offspring compelled me to acquire a 1934 Monaco, which was first stripped down, resleeved, and rebuilt throughout the engine-room department. In the process reassembling, I suffered agonies mental arithmetic and much useless labour with a protractor, trying to set camshafts for so many degrees before or after dead-centre. (The timing wheels are marked for the standard setting, but I wished to experiment a bit.) Finally, a knowledgeable friend told me that the flywheel circumference is just 36in, so that one inch of travel on the toothed edge gives 10 degrees crankshaft movement--a tip that may prove useful to

fellow-sufferers.

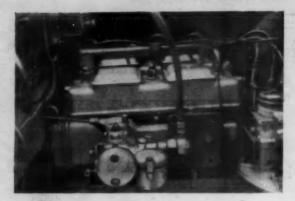
The spiral-cut gear box of this model was a delight; not synchromesh, of course, but easier and quicker than the straight-toothed gate-change crash box of the 1929 veteran. The ratios were, I the 1929 veteran. think, the same on all the earlier Nines, namely, 20.37, 13.13, 7.67, and 5.25 to 1. With the normal 5.25 to 1 back axle ratio, this gave 14.9 m.p.h. per 1,000 r.p.m. in top gear, a low figure which can, with advantage, be raised by fitting larger rear wheels and tyres for main road work. This saloon stayed with me for only two years since it gave distressing signs of rapid disintegration that attack Riley wood-framed aluminium-panelled bodies during their advancing years. When I found the rear doors years. When I found the rear doors could not be opened while the front doors could hardly be persuaded to stay shut, I returned to the delights of an open car. It is maintained that the still open car. It is maintained that the still youthful family benefits from the fresh air on its occasional journeys, while my long suffering wife admits that if I like to freeze on business journeys in winter that is my own affair. Many drivers will

that is my own affair. Many drivers will no doubt agree that long runs in an open car are less tiring than in a saloon.

My present Nine is a 1931 model Mark V tourer, one of the last open Rileys made with a Weymann fabric body before the heavier metal-bodied Lynx was introduced. Acquired from an enthusiastic V.S.C.C. member, it has been modified somewhat from its original external appearance by the substitution external appearance by the substitution of light cycle-type mudguards for the original long valanced wings. Not long after it came under my care, GK 5964 performed prodigies in a local sporting event in the middle of Dartmoor and achieved 30 m.p.h. in second gear, repre-







Left: The Monaco saloon of 1934. Right: Bore and stroke 60.3 mm by 95.2 mm, twin high camshafts and hemispherical head; the inlet side, showing the Solex carburettor, of the economical Nine engine.

VINTAGE RILEY NINES

senting something over 5,000 r.p.m. I paid the penalty for my leaden-footed efforts by a broken crankshaft. This was replaced by a modified (in thicker) crankshaft taken from a 1935 Kestrel, and with oversize 5.50 x 19in tyres on the rear wheels the danger marks on the speedometer dial can be passed to some extent, if necessary. Acceleration through the gears does not seem to have suffered to any measurable extent, and 0-30 m.p.h. still takes less than nine seconds.

The large 12in diameter brake drums give plenty of stopping power, although

The large 12in diameter brake drums give plenty of stopping power, although the well-known continuous cable system of operation common to all the earlier Rileys does, on occasion, need plenty of

continued

muscular effort from the right leg. The beautifully positive steering with only 1½ turns from lock to lock gives the true "vintage" feeling of absolute control, while the wide and rather stiff half-elliptic springs, damped by André Silent-bloc spring dampers of a larger type than those originally fitted, give a comfortable but definitely sports car ride. The road-holding and cornering qualities are as good as in all Riley Nines, and the car is free from that slight degree of tail-sliding that is found on the saloon-bodied models. The crash gear box is rather too widely spaced between second and third speeds, but it will stand clutchless changes and presents an easy reverse-to-

bottom movement for gymkhana events and the special tests beloved of all rally organizers. The B.T.H. magneto, which was also fitted to both the older Nines I have owned, has never given any trouble, unlike the coil ignition on the 1934 model, which persistently misbehaved at high revs until a high-voltage coil was provided to build up the sparks a bit more.

This Riley Nine was—no, let us say is

This Riley Nine was—no, let us say is—an excellent little sporting car of robust construction with good handling qualities and adequate ground clearance, and although now somewhat outclassed by hater and more potent machinery, will still turn up in vintage and sports-car events and do sufficient credit to its name for some years to come.

G. CLIFTON.

SPEED AS SUCH IS NOT DANGEROUS

Chairman of Accident Offices' Association on Accident Causes

HO are the worst classes of drivers on an occupational basis—solicitors, soldiers or students? An American insurance company, the State Farm Mutual, has recently made a study on its loss ratios and segregated drivers into 64 different classes. Best with the lowest loss ratios come wholesale establishments, then (2) county agents and demonstrators, (3) retired people, (4) farmers, (5) farm managers and supervisors, (6) local officials and inspectors, sometimes regarded with suspicion, come as high as class 20. Editors and reporters, again, suspiciously regarded people, are at 26, ranked above housewives at 28. Doctors come in at 39—presumably careful drivers but with a long exposure risk in time spent on the roads. Churchmen and workers are in a bad position at 55 and the last three are 62 students, 63 unemployed, 64 military (rankers). The legal profession, incidentally, is placed at 50.

Motor insurance in the United States, of course, differs widely from the practice here. Cars are more expendable than in our view, and the vehicle is proportionately a less important part of the proposal form. Rates, too, are largely decided by the State Insurance Commissioners. But looking carefully at the lists one sees that those who come out well are those favoured by our own area system of rating —country folk in non-populated counties, men who are not in a rush, and whose occupations make for steadiness.

The list is worth coupling up with an address by Mr. Guy Johnson, C.B.E., to the recent National Safety Congress. Mr. Johnson is the permanent chairman of the Accident Offices Association, the association to which the 90 or so tariff insurance offices belong and through which they act as a body. It decides the tariff, provides liaison with Government departments, the secretariat for the Motor Insurers' Bureau, and so on.

Mr. Johnson explained the purpose of the statistics kept by his office. The object is to find the probable cost of accidents in the forthcoming period. Causes of accidents are not therefore a prime concern in a way that is measured statistically. An increase in costs may result from higher repair charges, or a longer period of frosty roads. Results can be measured in £ s. d. but statistical proof cannot be given as to why one class is better than another.

The fact remains, he went on, an experienced official knows a good deal about accident causation. A most important fact, which should be stressed in all road safety propaganda, is that it is haste that kills. People are often hasty without even being in a hurry, because they are impatient: and impatience can beget the sudden uncontrolled action which is the source of danger.

In cross-examining in court after an accident one should obtain information on the state of mind of the driver. This may be as important as the amount of

alcohol he has consumed. One should find out what was the estimated time of arrival at destination, and questions should be put to discover if the pedestrian, driver or cyclist was in a hurry.

or cyclist was in a hurry.

One can well understand that a sense of haste, like emotion, temporarily drives out reason. A driver in a hurry may be frustrated by a slow, overloaded car hugging the crown of the road. This frustration, combined with the sense of urgency, will build up so that the thwarted driver will ultimately be dominated by the sense of haste, and will take risks which his calmer judgment would have prohibited. Again, if a pedestrian is in a hurry to catch a bus, and he unexpectedly sees one of the right number, the appreciation of that may well be followed by immediate uncontrolled action resulting in a dash into the road.

Mr. Johnson uttered more wise remarks. They are important as, coming from someone in his responsible position, they can be taken as representative of the view of the big insurance tariff group. "I would like to make it clear that I am not talking about speed. Speed as such—and I repeat as such—is not a source of danger. There is a safe maximum for any driver under any given conditions. When this maximum is deliberately exceeded there is, of course, danger, but I should guess there would be few accidents attributable to that. What I am discussing is the momentary unpremeditated speed of movement, whether of car, cyclist or pedestrian."

THE AUTOCAR, 26 FEBRUARY

Straightforward styling gives the new Anglia a modern and practical appearance. The small wheels fit in well with the proportions of the car.

Bumpers with matt aluminium finish and a plated centre strip protect the car front and rear. The positioning of the fuel filler enables petrol to be poured in without use of a funnel in cases of emergency. A good sized guttering runs round the side window area. The luggage locker lid is secured by a carriage-type lock.





*Autocar ROAD TESTS

No. 1523: FORD ANGLIA SALOON

ANY new model from the Dagenham factory of the Ford Motor Company arouses very wide interest. The new Anglia which was announced just before the 1953 Earls Court Show resembles the previous model of the same name only in as much as it uses a four-cylinder side-valve engine of 1,172 c.c. and has a three-speed gear box. At this, similarity ends, and, as those who have seen the Anglia or illustrations of it will know, the styling is in the modern trend. Integral construction is used and suspension is by half-elliptic springs at the rear. Pillar units incorporating hydraulic telescopic dampers and coil springs are used at the front for the independent suspension system, as on the Consul and Zephyr.

The side-valve engine is of long-stroke design with a com-



pression ratio of 7 to 1, and the three-bearing crankshaft has balance weights at each end. These and the new type of engine mounting are obviously a helping factor towards the smoothness of the engine which was noticed during the Road Test. A Solex downdraught carburettor is used, and other new departures for this manufacturer's small engines are the use of a water pump, an external oil filter and adjustable valve tappets.

adjustable valve tappets.

During a journey of some 250 miles that formed part of the test, with what would be a typical load for this car—i.e., two adults, a small child and some luggage—the performance was observed with great interest. The engine is extremely lively and revs freely, producing its maximum of 36 b.h.p. at 4,500 r.p.m. This feature results in an ability to accelerate from the region of 20 m.p.h. quite rapidly, and, because of this, in traffic the Anglia finds few serious competitors other than sports cars. It seemed natural during the test to cruise at a genuine 55 m.p.h. on the open road; at this speed the engine is quite smooth and produces little power roar. If more is needed it can be pushed further and will still be happy at speeds about ten miles an hour above this figure.

hour above this figure.

In a hurry, the car assumes a feeling of urgency and might be said to enter into the spirit of things. The engine note becomes more pronounced, and the air intake becomes noticeable; the carburettor is fitted with a cylindrical air cleaner. It is possible to put forty miles into an hour without seemingly pushing the car, and on one journey 114 miles were covered in five minutes over three hours, a certain amount of Saturday shopping traffic being encountered

Twin windscreen wipers are now standard on this small Ford. Winking traffic indicators are incorporated in the side and rear lamps. The radiator grille has a matt aluminium finish.



The interior is well but plainly finished and upholstery, of plasticized material, with moulded-in pleats is used for seat coverings and lining panels. There is additional shelf space to the right of the steering column. A radiator blind, for which the control is seen below the central ashtray, was a non-standard fitting and was not in use during the test.

ROAD TEST

during this period. A maximum speedometer reading of 80 was seen on several occasions, under favourable conditions, representing about 75 m.p.h. true speed. When the car is driven in this manner there is little road or wind noise transmitted to the interior of the car; only a dull thud-thud-thud when the small-diameter wheels run over a series of cat's-eyes. On the car tested a hum from the region of the differential was noticeable at high speeds.

when the small-diameter wheels full over a series of cat series. On the car tested a hum from the region of the differential was noticeable at high speeds.

For motoring in a quieter mood the Anglia is also excellent. It will trickle along in top gear at about 14-15 m.p.h. and can be accelerated gently in that gear when the driver wishes to tour the by-roads. Its compact size and the allround visibility—there is a large glass area in proportion to the size of the body—make manœuvring in traffic and narrow lanes a simple matter.

Wet roads were encountered during the test, and when driven hard round bends this small Ford produced confidence in the driver and, as has been noticed in the past on one or two isolated occasions with different cars, it gave the impression of being as fast if not faster under these conditions than when there had been no rain. If pushed, when negotiating roundabouts for example, the tail will tend to slide, but only to a very slight extent and the car can be quickly brought back on to course.

The suspension is capable of dealing with most conditions, and a section of road with a board which says "bends for three-quarters of a mile" is an invitation not to slacken speed, such is the Anglia's safety factor. There is no heeling over, and passengers do not have the desire to look for something to hold on to when the car is taken round a bend quickly. With the driver only on board there is a very slight tendency for what might be described as a "hoppity" movement of the rear wheels, if a corner, particularly that of a concrete-surfaced road, is driven round at speed. With front and rear seats occupied this feeling is not

apparent.

The large proportion of the total weight of the car which is concentrated at the front affects the steering in so far as it promotes understeer, and it is necessary to hold the carinto a corner. At all times during the test the tyres were kept at the recommended pressure of 24 lb per sq in. The steering has a satisfactorily light feeling; with only two turns from lock to lock it is very definite, and there is a quick response to any movement of the steering wheel, whilst road vibrations are not felt at the wheel.

Clutch Action

As on the larger Ford models, the Anglia clutch, which is of the single-plate dry pattern, is hydraulically operated and stands up well to quick gear changes. The extra power transmitted by the new engine produced no signs of clutch slip when the performance figures were being taken. On occasion, such as starting off from traffic lights, the engagement tends to be a little sudden and the engine was stalled twice under these conditions. As the driver became more familiar with the feeling of the clutch, the take-off became smoother.

operated by a centrally mounted lever, the three-speed gear box with synchromesh on top and second is commendably quiet in operation. The actual movement between gears is short. Very quick upward changes can be made and it is virtually impossible to beat the synchromesh. The ratios are such that there is a very useful speed range on second gear, which means that by intelligent use of the gear box a satisfactory average speed can be attained. Main road hills can be dealt with in top gear, and the 1 in 11 gradient used as part of a test circuit was surmiounted in this ratio with the speedometer needle on the 30 m.p.h. mark.

During the road work and the taking of the performance figures the hydraulically operated brakes stood up well. Some heat was noticed in the drum area immediately after the severe testing conditions but this was not communicated to wheels or hubs and the braking proved to be extremely

continued

Ample room is available to reach the rear seat when the left front seat is tipped up. A thick bolster runs the length of the rear seat to give support where required.



even. No fade occurred and only a small increase of pedal travel was evident. The hand brake has a sensible pull-up lever mounted between the separate front seats; this is

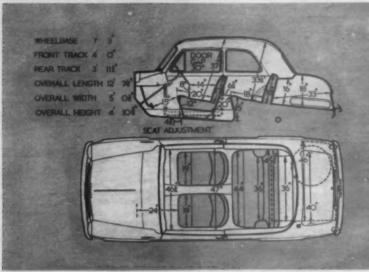
easy to reach and the brake is most effective.

General visibility from the driving seat is extremely good both fore and aft, in spite of somewhat thick windscreen pillars, which, in some circumstances, have a marked blanking effect. The steering wheel lies at a comfortable angle and there is a reasonable amount of adjustment to the driving seat. The pedals are placed at a good angle so that the driver's feet rest naturally upon them. The pendant clutch and brake pedals are connected directly to the master There is space for the left foot away from the clutch pedal, the head lamp dip switch being easily "found" in this area. Criticism of the driving seat can be confined to the back rest, which gives no support to the taller driver above the

small of his back. The seat cushion is comfortable enough and a frontal bolster helps to support the legs. Front passengers expressed a feeling that the position is rather upright, while that of the rear seat is definitely so.

Leg room at both front and rear is sufficient and the rear compartment is easily reached through the single leftrear compartment is easily reached through the single left-side door that is a feature of the Anglia (in contrast with the four-door Prefect) by tipping up the front passenger seat. The body construction leads to a sunk floor which is divided throughout by a high propeller-shaft tunnel. The floor is covered by a serviceable moulded rubber mat laid on felt. There are opening quarter lights in both doors in addition to wind-up windows. When driving fast a considerable draught came from the region of the bottom of the left-hand door. For a driver who sits fairly far forward the interior door handle could, with advantage, be placed farther forward on the interior panel trim.

FORD ANGLIA SALOON



Measurements in these Jin to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

- PERFORMANCE -

TRACTIVE EFFORT:

78 per cent 70 per cent 54 per cent **FUEL CONSUMPTION:**

BRAKES: Efficiency

Pull (lb per ton) Equivalent Gradient

1 in 16 1 in 8 1 in 6

Pedal Pressure (lb)

135

29.7 m.p.g. overall for 375 miles (9.5 litres per 100 km).

M.P.H.	4.429 to 1	8.252 to 1	15.072 to 1
10-30	14.1	7.0	-
20-40	13.8	7.7	-
30-50	15.1	-	
40-60	22.4	-	
From rest the	rough gears t	to:	
M.P.3			sec
30			7.2
50			19.7
60			33.2
Standing qua	rter mile, 24	k3 sec.	
SPEEDS O	N GEARS		
		M.P.H.	
Gen		normal	
			and max.)
Тор	(mean) (best)	68.3	109
2nd		40-46	64-74
let		1422	23-35
TRACTIVE		ICE: 53.3	lb per ton
at 10 M.P.	H.		

ACCELERATION: from constant speeds. Speed range, Gear Ratios and Time in sec.

							-		-			
S PEEDOMETER	CO	RREC	TION:	M.I	P.H.							
Car speedometer					10	20	30	40	50	60	70	75
True speed					9	17	26	36	46	56	65	70

DATA

PRICE (basic), with two-door saloon body, £360.
British purchase tax, £151 2s 6d.
Total (in Great Britain), £511 2s 6d.
Extras: Heater.

ENGINE: Capacity: 1,172 c.c. (71.55 cu in). Number of cylinders: 4. Bore and stroke: 63.5 × 92.5 mm (2.5 × 3.64in). Valve gear: Side. Compression ratio: 7 to 1. B.H.P.: 36 at 4,500 r.p.m. (B.H.P. per ton laden, 38.3). Torque: 52 lb ft at 2,500 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 14.9.

WEIGHT (with 5 gals fuel), 15 cwt (1,701 lb)-Weight distribution (per cent): F, 55; R, 45-Laden as tested: 18 cwt (2,101 lb). Lb per c.c. (laden): 1.8.

BRAKES: Type: F, two-leading shoe; R, leading and trailing. Method of operation: F, Hydraulic; R, Hydraulic.

Hydraulic.
Drum dimensions: F, 7in diameter, 1.25in wide. R, 7in diameter, 1.25in wide.
Lining area: F, 33.6 sq in. R, 33.6 sq in (77.1 sq in per ton laden).

TYRES: 5.20—13in.
Pressures (lb per sq in): F, 24; R, 24 (normal). TANK CAPACITY: 7 Imperial gallons.

Oil sump, 4 pints. Cooling system, 11½ pints.

TURNING CIRCLE: 32ft 9in (L and R). Steering wheel turns (lock to lock) 2.

Steering wheel turns (lock to lock) 2.

DIMENSIONS: Wheelbase; 7ft 3in, Track: F, 4ft; R, 3ft 11½in.

Length (overall): 12ft 7½in.

Height: 4ft 10¾in.

Width: 5ft 0¼in.

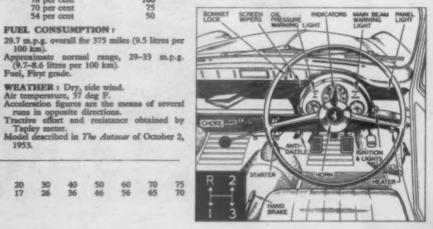
Ground clearance: 7in.

Frontal area: 18 sq ft (approximately).

ELECTRICAL SYSTEM: 12-voit; 46 ampère-hour battery.

Head lights: Double dip; 42-36-watt bulbs.

SUSPENSION: Front, Independent with coil springs; anti-roll bar. Rear, Half-elliptic springs.



ROAD TEST

continued

Perhaps the most conspicuous detail feature of the interior of the Anglia is the spacious, one might say huge, shelf which runs the full width of the body below the windscreen. There is so much space here that it is possible to lose small articles! The instruments, comprising speedometer, petrol gauge and ammeter, are grouped round the steering column on a hooded panel. Here also are the oil warning light and head lamp main beam indicator. No reflection is noticeable in the windscreen at any time. An ashtray in the centre of the facia, a sun vizor on the driving side, a mirror which gives a clear view through the large rear window and a parcel shelf behind the rear seat complete the interior fittings. There is no roof lamp.

Electrics

Self-cancelling winking traffic indicators are used, operated by a lever on the steering wheel boss. The only indication that the driver has that they are functioning is by a faint ticking of the mechanism, heard in the region of the steering column. A single-note horn is used and is above the usual standard for cars in the Anglia's price range. The double-dip head lamps allow the maximum speed to be used at night and in the dipped position the beam swings well to the left of the road, enabling cyclists and other slow-moving traffic to be picked out clearly. It is possible for a driver to find himself running without side lights in town areas because to pass from the head lamps to side lamps position involves passing through the off position of the switch; the switch is placed rather far

forward. The facia lighting is effective without being obtrusive; it is controlled by a separate switch.

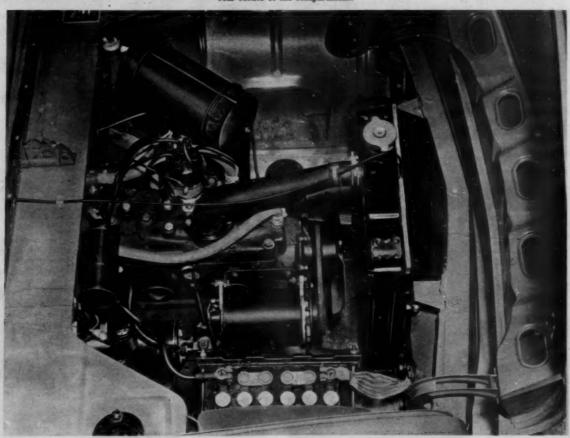
The luggage locker has a sensible amount of room for a car of this size, although the otherwise flat floor is occupied on the right-hand side by the spare wheel, which lies horizontally. On the left side is the specially shaped fuel tank with its very practical vertical filler. The tools, wheel brace and jack are in the luggage locker. There is wheel brace and jack are in the luggage locker. There is a jacking point on either side of the car below the door sills. No starting handle is supplied and there is no provision for one.

The car tested was fitted with heating and demisting unimment of the recirculating type. This is controlled by equipment of the recirculating type. This is controlled by a rheostat switch mounted below the facia to the right of the steering column. It was very efficient in action; this particular heater is available as an optional extra. Demisting ducts are built in as standard in anticipation of this accessory. The suction-operated twin-blade wipers clear a good area of the screen but are somewhat slow in action and stop working completely, in spite of a vacuum booster tank, when the engine is at full throttle, though only a momentary release of the pedal is required to set them moving. There are ten lubrication points which require attention every 1,000 miles.

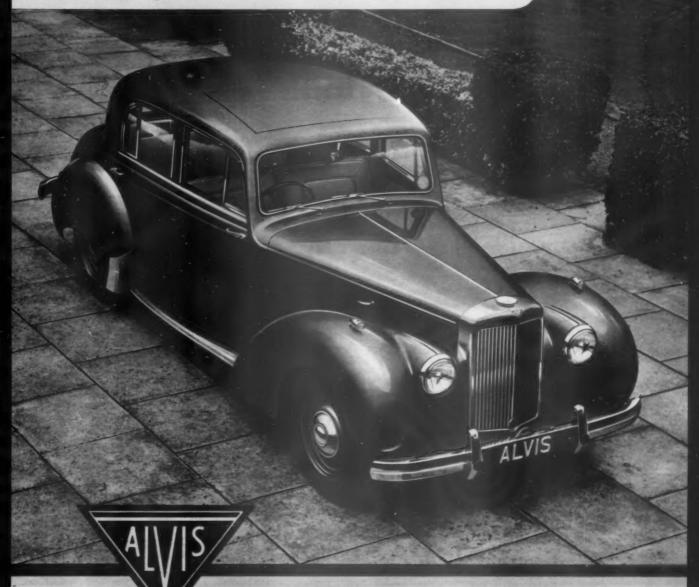
This starlet from the Essex factory is undoubtedly a car

for which the driver gains an immense liking in the first twenty miles. It is sprightly, with a maximum speed and acceleration which enable it to keep up with larger cars. It handles extremely well and is at once practical and pleasing to look at.

The forward-opening bonnet, released by a trigger inside the car, allows plenty of room for attention to the side-valve engine and its auxiliaries. The oil filler is seen immediately behind the water top hose and the clutch and brake master cylinders are below the coil. The control for the non-standard radiator blind runs across the engine and the valve for the suction wipers is in the left-hand rear corner of the compartment.



Restyled for 1954



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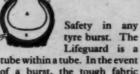
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tyre burst. The Lifeguard is a tube within a tube. In the event of a burst, the tough fabric inner tube takes the sudden impact. Only air in outer chamber (B) is released, reserve air in inner chamber (A) escapes gradually through 2-way valve - the effect is no worse than with a slow leak.

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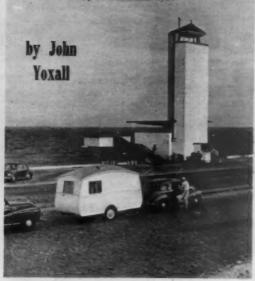
The utmost in safe tyre mileage is built into every Goodyear tyre. Tougher tread rubber and the diamond-shaped tread blocks resist all directions of skid-even on slippery roads. Scientifically placed Stop-Notches ensure quicker, safer stops. Strong, flexible rayon carcass cords are safety-bonded to resist dangerous heat buildup. Buttressed sidewalls protect against kerb damage, make cornering far steadier.



You can trust

GOOD

TO PROTECT LIVES AND YOUR CAR



Passing the tower erected to commemor completion of the Zuider Zee dyke.



CONTINENTAL CARAVANNING

A 2,400-Mile Journey Through Five Countries

AST year's International Rally at Copenhagen provided an excellent opportunity to study caravanning conditions in a variety of countries. There is a basically different outlook on caravanning on the Continent; but

different outlook on caravanning on the Continent; put rather than make a lot of generalizations it would be as well to describe the journey from Ostend to Sweden.

The night mail boat from Dover decanted us—mother and father, Margaret (14) and Pip (13), an Eccles four-berth Coronation, and the ever-faithful Austin A.40 with more than 40,000 miles on the speedometer—on the quayside at Ostend at an unearthly hour in the morning. To get rid Ostend at an unearthly hour in the morning. To get rid of that early, unwashed, unshaven feeling, to have some breakfast, and to meet friends who were going to make the journey with us, we went along to the Royal Belgian Camping Club's site at Breedene. This is a clean and orderly, if rather crowded, site, where one can be sure of a welcome from Belgian friends.

Indifferent Roads

The Belgian road conditions are rather similar to those obtaining in the north of France. That is to say, indifferent pavé in the towns and villages and not-so-bad stretches of road through the countryside. Driving a caravan outfit through the road tunnel under the Schelde at Antwerp is an experience not easily forgotten. There is just room for two lines of traffic; an appalling racket goes on and drivers crouch over their steering wheels and appear to drive like fiends. It shows how poor a speedometer are the human eye and brain. Not daring to take my eyes off the traffic ahead I asked Margaret to tell me what speed we were doing—expecting about 50 m.p.h. and scared of a "snake" starting in such confined conditions. Her answer was 28 I was completedly deflated. As in France, one can stop in either the village or town square or on spare land at the roadside; for our first night's stop we found an excellent site on clear common land at Turnhout, just south of the Dutch border. The only snag was the late and early hours kept by a local tram service.

The officials at all the frontiers had been warned of the International Rally and a minimum time was spent at each

post; this, of course, did not apply to the Germans, who take such things so seriously.

The roads in Holland vary from magnificent to passable.

Occasionally one runs into a bad patch of pavé made of bricks laid on their sides in chevron pattern, which also forms a depression. Sometimes, when hitting such depressions at over 40 m.p.h., the Eccles would become On one patch the gas bottle, weighmomentarily airborne. ing about 56 lb, moved the whole length of the van, and the mattresses from the rear ended up in the front. so stout is the little Eccles Coronation, not a single rivet started after this treatment. Another thing, while on the subject of staunchness, is the amazing way our crockery, moulded in the new Melamine plastic, survived. No attempt whatsoever was made to pack it safely; it was just put in a cupboard and left to fend for itself. It suffered not a single scratch or breakage. A nice thing about this plastic is that it is hard and feels like china to the touch.

Except for shopping in the nice, clean Dutch shops, and filling up with petrol at 3s 7d a gallon, no stop was made in Holland during the outward journey. We drove on past the frontier and out on to the rather dreary north-west corner of Germany.

The usual stopping places for caravans in Germany are on the special parking places provided on the autobahnen. Although these fine motor roads helped us to knock off the

The reason for excessive care in handling the Eccles at Ostend as the harbourmaster, who happened to be looking on at the time

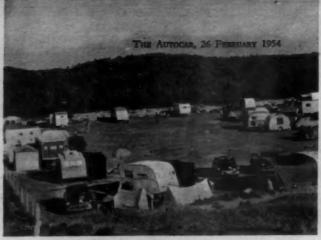


miles—well over 250 on this particular day—when we wanted to stop we were on ordinary roads and had to ask a German farmer near Cloppenburg for permission to pull in on his land. This was immediately given, the farmer mounting his bicycle and leading our cavalcade to the grass patch in front of his farmhouse. Next morning, when we were ready to depart, he refused to accept any payment for the site and protested that the mark or two we gave the children was over-generous. the children was over-generous.

Again, on this third day's run, we exceeded the 250-mile

mark, going over the autobahnen through the Luneburg heathlands by way of Bremen and Hamburg, where a stop was made to change some money in preparation for pay-ment of fare on the Grossenbrode-Gedser ferry to Denmark. Hamburg, the world's most bombed city, showed all the dreadful scars of war, but an enormous amount of rebuilding has been done.

Replenished with the necessary local currency, we then



The caravan site at Zandvoort, Holland, viewed from the top of the sand dune separating it from the sea.

tional Rally at Bernstorff Park was reached at tea-time.

Caravanning in the host country of the annual interna-tional meet is likely to be misleading. Special sites, not normally available, are laid on, together with special facili-ties. In Denmark this is especially true because it is an

intensively cultivated country with every available square yard of ground tilled. There is, however, a number of excellent seaside sites, small by our standards but, in many

CARAVANNING CONTINENTAL continued



German Sport Berger with a Borgward as a towing vehicle at "Onkel Tom's Hutte," near Hamburg.

took the autobahn to Lubeck and from there the ordinary, but good, road to Grossenbrode on the Baltic. Here the finding of a site presented no problem. There is plenty of open land in the final mile or two to the quayside, but we

The stern of this fine vessel opens to admit the vehicles. Denmark is a smiling land, and the island of Falster one of the best parts. Unfortunately a thunderstorm came up and much of the driving through Falster and over the largest bridge in Europe to the island of Zealand, on which is Copenhagen, was over wet roads. The site of the Interna-

went right on and stayed in the actual car park.

Next morning meant an early start; the ferry left at
6.45 a.m. and there was the usual paper work to be done.

Pulling away after a night stop on a farm near Cloppenburg.



instances, within a matter of feet from the water's edge. There are several of these on the famous coast road running north from Copenhagen to Helsingor (the Elsinore of Hamles) whence the ferry runs to Sweden.

The helpfulness of the Swedes is amazing. On the ferry boat the Customs officer was asked if he could recommend

suitable roads for a drive and a place to stop for lunch. Immediately we were invited to a cabin where maps were laid out and marked to show a good circuit. The Smörgasbord was all that it is supposed to be.

At the start of the return journey a detour was made in order to visit the moated Fredericksborg Castle. There is

much to see, including the coats of arms of Danish honours awarded to Sir Winston Churchill and Lord Montgomery, but what we found particularly worthy of note was a series of religious paintings on panels in the church organ loft. They have such a wonderful luminosity and lifelikeness that it is difficult to be sure that the figures do not move. They are actually in very poor lighting but appear almost as if spot-lit.

From Fredericksborg we moved south-west to join the main road, which runs east and west between Copen-

hagen and the port of Esbjerg on the North Sea.

All the larger towns of Denmark have their municipal sites where water is laid on and toilets are provided. There is also a stock of straw available for campers to use. stayed a night on the site at Korsor on the Great Belt—and very comfortable and clean it was. The site is divided into a number of sections separated by trees and shrubs. Almost as soon as we were settled in the local grocer called for orders, with a guarantee of new rolls and fresh milk for

By 7 p.m. that evening 30 or 40 people had arrived at the camp; everyone was most quiet and orderly. Early the next morning they vanished as quietly as they had arrived, leaving the site spotlessly clean. There was no charge.

After breakfast a move was made down to the quay at Korsor to take the ferry over to Nyborg on the island of Odense where, in the capital city of the same name, the





The complete expedition, outside Fredericksborg Castle in Denmark.

Elegance. The A.40-Eccles outfit passing a superbly proportioned Dutch house. children visited Hans Andersen's birthplace. The ferry and the Odense visit took up so much time that mileage for the day was short, and after turning south at Kolding for the run down through Schleswig-Holstein a night stop was made—again on a municipal site on the outskirts of Haderslev, similar to that at Korsor, but there was a small fee of two kroner (about half-a-crown) to pay

two kroner (about half-a-crown) to pay.

Unlike on the outward journey, when long mileages had to be covered each day in order to get to the International Rally, we were now travelling at more of a holiday tempo—doing about 160 or so miles a day. This brought the day's run from Haderslav to the approaches of Hamburg where another night stop was made at a new commercial site called "Onkel Tom's Hutte." This is laid out on a clearing in a pine forest, with a shop and beer garden, and will be a pleasant site when it is finished—except in hot weather when it is bound to be dusty.

It was the intention to spend a few days quietly on the Dutch coast and we wanted also to see the new dyke across the mouth of the Zuider Zee. Motorists are warned not to travel on the Bremen—Groningen—Leeuwarden road because of its reputedly bad surface and succession of bends. A chance was taken, however, and, while it is no autobahn, it is no worse than many other roads on the Continent.

The road over the dyke is unbelievable. It stretches for more than 20 miles with water on both sides as far as the eye can see. Driving over it is a novel experience. Unfortunately there was a strong head wind blowing that day and with foot hard down on the floor only a modest 35 m.p.h. could be achieved.

Coastal Centre

Before leaving Copenhagen the precaution had been taken to enquire from the Dutch contingent for the address of a good seaside site in Holland and we were recommended to try Zandvoort. On arrival at the town there was some difficulty until a man asked in perfect English if he could help. The days spent there were very happy. It is an ideal centre for visiting Amsterdam, The Hague and the popular tourist centres like Edam, Volendam and the Isle of Marken. One may or may not like these places, but by any standards Holland is a pleasant country to drive through—the dykes, the clean shops, the fields of begonias glowing a wonderful red.

The last night before returning to England was spent at the same Breendene site near Ostend that we had used on the outward journey. By now the camp was quite full but, seeing our predicament, the ever obliging steward allocated

us pitches on the car park.

By 1 p.m. the next day we were alongside the cross-Channel steamer only to meet delay after delay. On arrival at Dover all motorists were told that there would be at least three hours' delay before unloading the cars. There were we all kicking our heels on that depressing station without anywhere to get food or even a drink. Truly we were back in the land of British Railways.

Turning in at home the speedometer registered a total of 2.400 miles since leaving.

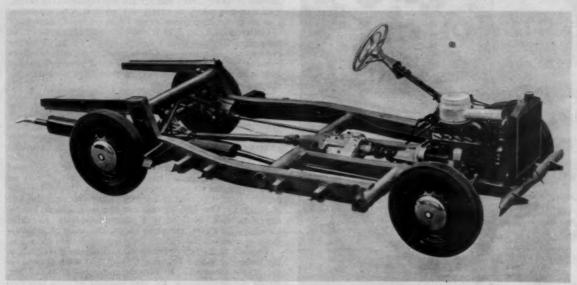




NEW CARS DESCRIBED

The new B.M.W. is good-looking, though the long sweep of the front wings tends to quarrel with the treatment of the rear of the coachwork. Thin windscreen pillars aid driving visibility and opening rear quarter lights are used.

TYPE 501 B.M.W.



Engine and front suspension of the Type 501 are mounted on an extension of the main chassis frame. Effective silencing of exhaust gases is achieved by using a large expansion box in addition to the silencer.

HIGH QUALITY SALOON TO BE AVAILABLE IN GREAT BRITAIN

THE latest product from the Munich factory of Bayerische Motoren Werke A.G. is a five-six-scater saloon powered by a 2-litre six-cylinder overhead-valve engine. Brief reference was made in *The Autocar* of October 23, 1953. Before the war the B.M.W. gained 1953. Before the war the B.M.W. gained a fine reputation because of its outstanding road-holding, light and accurate steering and the ability of the engine to maintain its tune. In those days there were two 2-litre engines, the 15.7 h.p. (1,911 c.c.), as fitted in the Types 45, 55 and 329, and the other the 16.2 h.p. (1,971 c.c.) model which powered the Types 321, 326 and the famous 328 sports model.

The welded chassis frame of the Type 501 is of a boxed-in rectangular section and the two side members are joined by

and the two side members are joined by large diameter tubular cross members. Small fabricated outriggers are welded on the outside of each frame member to carry the bodywork. At the rear end of the

frame are channel section members which

form the support for the rear of the body.
Front suspension is by double wishbones and long torsion bars. The suspension units are bolted to brackets
welded to each side of the frame. With welded to each side of the frame. With this construction and assembly method it would be a simple matter to replace a damaged unit. The wishbone shafts and torsion bars are supported by pre-packed sealed needle roller bearings and it is claimed that they require no attention during the life of the car. It is possible to adjust the torsion bars by altering the setting of the bolt in the reaction levers. Jacking points are provided on the chassis to be used when any resetting of the torsion bars is required.

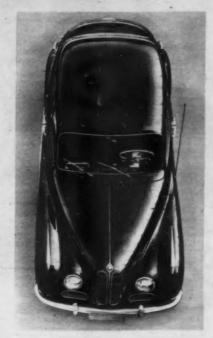
The rear axle casing is located by an A frame, protruding from the back of the rear cross member. This A frame is supported by bearings on the cross member and permits the axle to have vertical movement and also to twist about its

centre line according to the rise and fall of the road wheels. Straps and bump pads limit the extreme movements of the axle. As at the front, the rear suspension is by As at the front, the rear suspension is by very long torsion bars connected to the axle by swinging links and, again, these operate in sealed needle roller bearings. Adjustment of the torsion bars is also by set bolts in the reaction levers which work against brackets welded to the central cross members. Telescopic dampers are fitted at front and rear.

Brakes

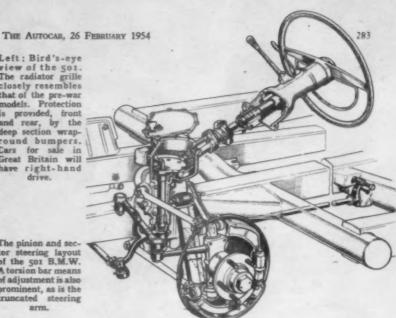
Hydraulically operated self-adjusting brakes employing light alloy shoes and having a drum diameter of 11.2in are used, with two-leading shoes in the front brakes. The brake drums are balanced before assembly and the hand brake is cable operated from a lever below the facia.

On this B.M.W. the steering gear is of an interesting design which replaces the



Left: Bird's-eye view of the 501. The radiator grille closely resembles that of the pre-war Protection models. is provided, front and rear, by the deep section wrapround bumpers. Cars for sale in Great Britain will have right-hand drive.

The pinion and sec tor steering layout of the 501 B.M.W. A torsion bar means of adjustment is also prominent, as is the truncated steering arm.



rack and ginion layout used on the pre-war models. The steering column is sup-ported at its top end in a light alloy casting and is connected to the pinion shaft by a flexible coupling. From the sector, in its large oil reservoir, motion is transmitted through a vertical shaft to the truncated steering arm.

A compression ratio of 6.8 to 1 is used in the push-rod overhead-valve engine, which develops 65 b.h.p. at 4,400 r.p.m., and the light alloy pistons have four compression rings. The camshaft is carried in the left side of the crankcase and from it are driven the distributor and full pump. A Solex 30 P.A.A.I. twin choke down-draught carburetter with auxiliary pump. A Solex 30 P.A.A.I. twin choke down-draught carburettor with auxiliary starting carburettor is fully enclosed in the large cylindrical air cleaner. Water pump dynamo and the large four-bladed fan are belt driven from the crankshaft, on which is mounted a vibration damper. There is provision for cooling the engine oil, by means of a heat exchanger in the watercooling system. A dry single-plate clutch is used and is hydraulically operated by a cylinder mounted below the light alloy bell-housing. From the clutch the drive is taken through a very short stiff shaft to the separate gear box. This is of the fourthe separate gear box. This is of the four-speed all-synchromesh type and is sup-ported at four points by brackets welded to the frame members. A steering column gear lever is used.

Extensive use is made of light alloys for many fittings on the bodywork; door handles, with push-button locks, window frames, front and rear bumpers are among these items. Clutch, brake and throttle pedals are also of light alloy. Wide open-ing doors give easy access to the seats. The driving seat is separately adjustable from that for the passengers, but both can be lined up to accommodate three people. Front and rear seat cushions are deeply upholstered for maximum comfort and are covered in good quality cloth. A large curved windscreen allows plenty of vision

from the front seats. Heating and demist-ing equipment is a standard fitting and there is provision for incorporating a radio. The facia is well laid out and a locker is provided on the passenger side, as is a grab handle. By the side of the driving seat is a small lever for operating a petrol reserve tap. The starter is actuated by the ignition key and at night the head lamps may be flashed by depressing the horn ring, a system used on the Continent.

Luggage Accommodation

There is a luggage locker of very generous proportions. The spare wheel is housed vertically in the locker. A 123-gallon fuel tank is positioned above the rear axle, a flap covering the filler orifice. There is evidence of a high standard of finish in this new B.M.W., which is being marketed in Great Britain by A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex. A detail example is worth, Middlesex. A detail example is the very fine quality chrome vanadium tool kit in a locker under the bonnet.

With a specified weight of 25½ cwt, manufacturers claim a maximum speed of 86 m.p.h. and a maintained cruising speed of 75 m.p.h. for the Type 501. Fuel consumption is said to be between 24 and 28 m.p.g.

SPECIFICATION

Engine: 6 cylinders, 66 × 96 mm bore and stroke (2.598 × 3.779in), 1,971 c.c. (120.28 cu in). O.h.v.; push-rods and rockers. Compression ratio, 6.8 to 1. 65 b.h.p. at 4,400 r.p.m.

Brakes: Hydraulic; two-leading shoe front, tealing strong trailing space.

Brakes: Hydraulic; two-leading shoe front, leading and trailing rear.

Geam Box: Four-speed all-synchromesh.

Overall gear ratios: Top 4.2, third 6.3, second 10.0, first 17.9 and reverse 22.8 to 1.

Saspension: Front independent, double wishbones and torsion bars with telescopic dampers. Rear, rigid axle, swinging links, torsion bars and triangulated central linkage.

Telescopic dampers.

Dimensions: Track (F) 4ft 6in; (R) 4ft 9in.

Overall length: 15ft 9in; width, 5ft 11in; height, 5ft 1in. Ground clearance: 8in.

Wheelbase: 9ft 5\frac{1}{2}in.

Weight: 25\frac{1}{2} cwt (2,828 lb).

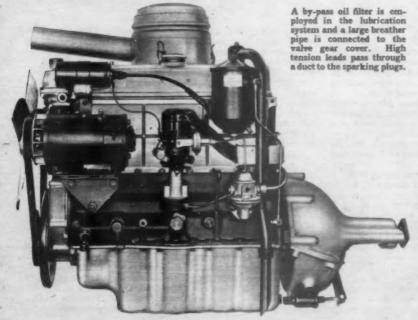
Tank Capacity: 12\frac{1}{2} gallons; reserve 1\frac{1}{2} gallons.

gallons.

Tyre Sixes: 5.50-16in.

Electrical System: 12-volt. Head lights:
Double dip, 36-36 watt.

Price: With saloon body, £1,750; purchase tax, £730 5a 10d. Total in Great Britain, £2,480 5s 10d.





OF THE MANY THINGS THAT ARE FOUND ON A ROUND TOUR FROM SURREY TO THE WESTERN **HIGHLANDS** AND BACK

Maree, with its steep falls into the water, expect almost anything to emerge from the depths."

INNOCENTS OVER

T happened with the French strikes. We had long considered a tour in the Highlands, and like most families we always have an endless debate on summer holidays with the result that decisions are postponed until the last minute. So 1953 seemed to point northwards when

the last minute. So 1953 seemed to point northwards when rumour arose that the petrol pumps in France were running dry, and we still had no fixed ideas on where to go.

Two days before the start trouble arose. My wife and son, proceeding peacefully down the Thames in a motor boat, collided with an unflagged trailing cable with the result that a plate glass windscreen exploded in their faces. Cut about the forehead and face, but fortunately with no damage to the eyes, it was a slightly harassed crew that took to the family Alvis.

Here, instead of talking about the Great North Road, I must digress a moment. In 1934 I had bought a Talbot 75 (Clement) which for some years was the apple of my

75 (Clement) which for some years was the apple of my eye. I had collected it personally from the works, and, eye. I had collected it personally from the works, and, in the course of a subsequent discussion with the designer, Georges Roesch, had evolved a car that seemed nigh perfect. It had been stored throughout the war, suffered bomb damage at one stage, and on demobilization I had foolishly sold it as it stood for £75. I knew it had been put on the road again by an enterprising garage within a few days of my selling it. Then I had lost touch. From 1946 to 1953 I had periodically bemoaned my loss. Judge of my delight when, emerging from the North British Hotel on a visit to Edinburgh, I found my dear old Talbot in its original paint-

work neatly parked close to my own mount. Tears were in my eyes. The present owner lives in Chelsea and his in my eyes. The present owner lives in Chesca and as times down the Great North Road were as good and as trouble-free as my own. What price he paid I simply dare not say lest my wife should read this article. No disrespect is intended to my present Alvis, for which I have the highest regard. For a medium-sized car it is comfort itself for touring, with a locker that can be crammed with luggage.

Don't we all have a sentimental affection for the best of our earlier cars? I even have a faint flicker of respect for an air-cooled ABC that never travelled more than 20 miles on end. It was certainly a personality.

Now back to our trip to the Bridge of Allan via Carlisle for the first night. We left Surrey at 5.30 in the morning, and to those anxious to get to Scotland I cannot urge too strongly the pleasure and convenience of an early morntoo strongly the pleasure and convenience of an early morning start. Those who know me are well aware that this is not my usual habit, and in the days when I worked for The Autocar I frequently earned a raised eyebrow from the then editor, who himself could have earned few marks for brisk rising. But we frequently worked until 10 o'clock at night.

The great advantage of putting in 100 miles before a second breakfast is impossible to exaggerate. One sets up a rhythm essential to long-distance touring without effort, and can comfortably reach the Scotch Corner area in time for lunch. The fast stretch near Dishforth, Topcliffe and Leeming acrodromes always has an interest for me through

wartime associations, so I like to take this part slowly. Lunch is a pleasing subject of discussion on any trip. What advice can I give? For the worst lunch in the whole of our trip I paid 7s per head. The A.A. book is excellent in some ways, but it falls down badly as a guide to food. This I had discovered in the strictest rationing days of 1946 when, on a run near Shrewsbury, anxious to avoid going into a town and having to park, I pulled up at an inn labelled "Fishing." I thought the fish might be good! The landlord emerged from some pig-sties and when I asked him what was for lunch he scratched his head and uncertainly ventured "only ham and eggs." The eggs were plural and the ham was a grilled gammon rasher almost half an inch thick. The coffee was glorious, with real butter and hunks of cheese. I have never lunched anywhere else in that neighbourhood.

Across the Pennines

It was a lovely afternoon for the run over the moors to Penrith and Carlisle. We reached Bridge of Allan in time for a stroll before dinner. I can never use the road from Barnard Castle to Penrith without a slightly queasy feeling. It was in the old "75" watrior that I got snowed up at Barnard Castle when trying to make a winter day's dash to Ayr. Snow covering the lamps forced me to abandon the trip, and I had been lucky to get a local farmer to steer me down side roads to Barnard Castle. Heavy frost followed during the night, chains were unobtainable, and I had to rope the wheels to get the car up on to the main road. It was my first real experience of ice and it was difficult to stand on the roadway itself, as I found when I got out of the car to remove the rope for fear of its breaking through fraying. That morning I drove steadily on, fearful of meeting any other car, passing several lorries in the ditch, and arriving at Penrith, having averaged 7 m.p.h., to hear that the road had been officia" closed since dawn. Me, I felt more than six hours older. Though I got to Ayr all right, I can still remember at which corners the lorries had been ditched.

Well, there we were in Scotland on a Friday evening. We had a hotel booking in Skye for Sunday, but that was not much good as Skye has no ferries on that day. There 1953—the night of the East Coast floods. It seemed as though a giant bulldozer had careered erratically across the timber plantations. Huge pines had been torn up by the roots, generally the larger trees suffering more than the newer growths. Even then, presumably through want of foresters, the trees were lying untidy and uncollected, and one wondered what pests would not spread from the rotting wood to healthier growths nearby. The timber losses must in cash have exceeded those of the East Coast floods. Newspapers in the South carried little notice of it, their attention being absorbed by the stories of the homeless through the flooding. What a terrifying night that must have been for the Scots!

Dornoch was in sunshine. It was too hot to wear a coat on an after-breakfast stroll and the colour ciné camera began to come really into play. I should have liked to have stayed longer but we ran into an old Scots custom concerning an annexe. When the rooms had been reserved and I had been told they were in the annexe I rather assumed this would be in the garden of the hotel. The annexe proved in practice to be what looked like a recently purchased small boarding house some considerable distance from the hotel. Despite the weather this was inconvenient and we decided to move next day.

Nature Study

The next leg was for Gairloch on the West Coast by the southerly route. At hotels we found it was easy to get accommodation for one night by phoning ahead the previous evening, but, oddly, two-night accommodation presented difficulties. The whole of Scotland at this time of the year must look curious from Mars. It must seem to be migration time with the insects all emerging and trotting small distances before settling down again, never returning to sleep in the same place—a sort of musical chairs progression with every now and then someone speeding round wildly after nightfall.

Strathpeffer soon appeared and thus the one-track roads started. One-track roads are easy if everybody knows the rules. The pull-ins are clearly marked with white triangles. But do some of these thick-skinned southerners realize what

THE BORDER

followed a family conference at which I slightly misinterpreted one or two facts; and the use of a small-scale map to make a subsequent distance look small resulted in our leaving next day for Dornoch. You see, I wanted to look at the golf course with a view to future holidays.

What a curious thing it is about women. I know very well my wife can read a map perfectly, but when my son and I are there do you think it is possible to get her to do more than glance at it, remark "Oh I see," and yet ten minutes later ask where such and such a place is? On this occasion, of course, the little failing was useful. My son had been bribed by permission to drive all day long. The 200-mile trip through Inverness was a trifle harassing for me as a result. The boy is an "L." As with all "Ls" and many other drivers, braking reactions seem incredibly slow. I sat with a hand itching to apply the central hand brake when caravans veered about the road in the wind.

It would have been a lovely run had I had more time to appreciate it. It is here that one begins to realize the immense timber damage in the storm on the night of January 31,

it is all about? I say southerners as their registration numbers came from the South. Loch Marce itself can be all things to all weathers. At times threatening, at others soft and gentle. This area must have one of the smallest number of inhabitants per square mile of the whole country. And,



"There followed a family conference . . ."



"We met a fierce looking billy goat strategic retreat." . and beat a

woollies at prices cheaper than in London. Later we were delighted to find in a jeweller's a modern miniature copy of an old chafing dish, made to be used as a cigarette box. We cheerfully paid four guineas for it as a little present for some friends with whom we were later to stay. The pleasure of this purchase was rather tarnished when the identical article this purchase was rather tarnished when the identical article was seen in expensive London shops for only £3 10s, and the London trade price was understood to be £2 7s 6d. The season is short in Pitlochry, but nearly 100 per cent profit is a bit steep. Incidentally, the theatre in a tent there is well worth seeing. Last year the speciality was comedies.

Where should we go for two nights before we joined our friends south of Perth? Heads and stitches were still aching

and a peaceful time was needed. A hall porter told us to try the Yetts at Muckhart. It sounded pleasantly outlandish. Bridge of Allan was not far away. We headed for it and spent there two very comfortable days with good food in what must have been an old coaching inn alongside a water

INNOCENTS OVER THE BORDER

continued

pray, is there any other access than by boat to the farm and tiny community on the north side of the loch? Having ascertained from television and the gentleman who cut the head off the monster that in his bug there really was the head of a monster of the Ailsa Craig area, one can certainly at Maree, with its steep falls into the water, expect almost anything to emerge from the depths. Loch Ness has nothing on it.

This is a road used by few cars. It goes only to Gairloch, and it is far from being everyone's "meat," despite the unquestionable beauty of the scenery. At Gairloch we met a U.S. naval officer and his wife who had been advised by some tough Scottish friends that this was the place to see They were out of the hotel and away to the north by 8.30 in the morning without breakfast, muttering in convinced Texan that this was one place to which they would not return. Yet it seems a great holiday place for children. It is surprising, when the road leaves Loch Maree-side and

It is surprising, when the road leaves Loch Maree-side and climbs up over the new construction work for one of the numerous electricity schemes, to come across Gairloch itself. The first sign is of a small harbour down a winding country lane. The next is of the hotel, which has sheep and cattle grazing within a few yards of the front door. One is tempted to ask where Gairloch is. Brother, that was it! Better not to mention an attempt to visit the harbour after dinner. We met a fierce looking billy goat on a narrow lane and heat a strategic retreat. lane, and beat a strategic retreat.

Over the Water

Our destination, Skye, was just across the water. The roadway to it meant 60-odd miles of single-track roads with two ferries in between. Then there was another 50 miles of roadway on Skye itself. A mist lay over the islands. The bang on the heads of my two passengers was beginning to take effect in shock. Some stitches had to be removed from head wounds. Do you wonder we never landed in Skye? Not even a sight of a leprechaun.

So the Alvis was turned back on the way it had come, on a gorgeous sunny morning. We felt we were heading for civilization again. But it was with something like regret that we left the single tracks and put up the speed past Strathpeffer after lunch.

By early evening we were in Pitlochry, with no accom-modation booked. It mattered not, for the organization here for tourists is excellent. One goes to a bureau run by the local authority, to which all empty beds are notified by the various hotels. The receptionist was charming. We wanted to stay three days. Accommodation for one night was easy, but for three almost impossible unless we relied on cancella

We settled for one night. This was our fifth night in a different bed. And it was our fourth identical dinner in succession. Soup (good); a fish labelled sole, but probably cod, overcooked meat and tinned peach flan. However, it was also our last meal of that type.

The morning was spent pleasantly enough buying some

gorge which rejoiced in the name, and most deservedly, of Devil's Mill, Rumbling Bridge. We soon got facetiously to call it Rumble Tummy—and did it rumble. One or two walks, a trip to Gleneagles and, also, a cinema in Stirling filled our time

Two days later we moved back to our friends near Perth for more recuperation, and with fishing and rough shooting all thought of revisiting the real Highlands was soon forgotten. We settled it, It was the Low Highlands, or High Lowlands, for us. But still, somehow, we mean to get to

Skye.

The run back to London was shortened a trifle by moving

The run back to London was shortened a trifle by moving that historic course. Four hundred miles is about the comfortable maximum in a day when London and its traffic have to be crossed at the end. No need to start until nine, we felt. Anyhow, we had to collect some grouse which was just half its price in London.

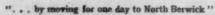
Racing and Football

The journey back was uneventful with Doncaster, in the middle of the Leger meeting, traversed at precisely 3 o'clock. Always check on Doncaster race meetings if doing a long North Road journey. There is nothing more infuriating than to lose one's time and rhythm in race traffic when still 200 miles-odd from destination. Something similar happens when Doncaster Rovers are playing at home.

So London again, with the dusk falling early and a horrible feeling that winter was ahead. Something similar

And one day later my son departed to Itchenor for a day's sailing, stepped into a dinghy that wasn't there, so returned with a pleased smile to state that he had obtained an air training scholarship from the R.A.F. and please could he report to the flying club for his first lesson the next day.

We hope to have another holiday soon.





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CORRESPONDENCE

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OVERSIGHT

The B.B.C.'s Important Omission

The B.B.C.'s Important Omission

[65449.]—I think most people will agree that the B.B.C.'s recent TV review of the past year, "Retrospect 1953," was as usual very good. Rightly so, the main items were the Coronation, the conquest of Everest, the East Coast floods and peace in Korea. Sporting items were also well covered, the Test matches, tennis, the Boat Race, and so on.

But not one single mention was made of Jaguar's great victory at Le Mans; not one word. Is it not worth mentioning that Jaguar won outright this classic event, in which even to finish is good? As we all know, Jaguar were first, second, fourth and ninth, apart from winning the team prize and winning at the record average speed of over 105 m.p.h.—the first time Le Mans has been won at over 100 m.p.h. In fact I venture to say this was the greatest motor racing victory of all time.

Burton-on-Trent, Staffordshire.

IVAN D. BANCROFT.

INDICATORS

Levitation and the Texas Sun

[65450.]—As a Britisher whose remaining contacts with the old country are the newspapers, a Humber Super Snipe and The Autocar, may I make reference to your recent Editorial—"Turn Indicators" (January 15)?

Great respect is due to the august body whose findings you originally recorded in July, but they draw their conclusions on the supposition that the semaphore arms are efficient in their operation, which brings me to my first point; to me the pitfalls of this type of signalling are:—

(a) You can never be sure that the arm has come up, unless the driver has a gyroscopic head.

(b) Eyen assuming that the arm has come up, what assurance.

the driver has a gyroscopic head.

(b) Even assuming that the arm has come up, what assurance is there that the bulb is operative?

Having owned and driven only British cars for something exceeding a quarter of a million miles, here in the U.S. I have studiously refrained from using the semaphore arms. This is not only because of the above reasons and the fact that this "cute" gadget is not readily understood by all American motorists, but primarily on account of the two or more driving lane system, which can easily find the signalling car in such a position as to render the semaphore arms completely obscured from the following traffic; this, dear friends, is the time to assess your harp playing prowess!

One further point: with strong sunlight as we know it here, anything other than the "winkers" stands little or no chance of being seen.

being seen.

With all best wishes for the continued success of *The Autocar*.

Dallas, Texas, U.S.A.

R. PEARCE.

POLICE METHODS

It Pays to be Honest!

[65451.]—Having read with amusement and interest the correspondence in your columns on police methods in England, I feel I must write and tell you of two incidents which happened

out here in the last year.

About a year ago I parked my car at the side of the road quite correctly and was sitting in it lighting a cigarette when a Land-

CORRESPONDENCE

continued

Rover skidded and came into me. The result was that I was fined £5 for careless driving! The African driver of the Land-Rover was also fined (10s) for good measure.

Recently I passed a "Halt at major road ahead" sign. An African police corporal jumped dramatically from behind a hedge and stopped me. The conversation was as follows:

Corporal: "You passed the 'halt' sign without stopping, sah."

Me: "I'm sorry, corporal."
Corporal: "Let me see your licence, sah."
Me: "I'm afraid I haven't one, corporal, my licence has just expired." Corporal: "Very well, I'll let you go this time, but next

I drove on very smartly, marvelling at the mentality of this extraordinary policeman. I may add that the police here are British trained but also that they have the African knack of picking out the worst features of any system.

Accra, Gold Coast. P. A. SMITH.

BUILT-UP AREAS

An Alternative

[65452.]—I wish to express my appreciation of yet another excellent leading article, "Thirty Plus," in *The Autocar* of February 5, and to make, if I may, a few comments on the

believe that you have hit the proverbial nail fairly on the head when you point out that the safe maximum speed varies with one's environment, and that the latter varies greatly although one may be forced to drive by law at a steady 30 m.p.h. through-

one may be forced to drive by law at a steady 30 m.p.h. throughout these changes.

One of the many thousands of examples available is the road into Preston from Blackpool. This is a four-lane road, and one enters the built-up area (so called because we pass the 30 m.p.h. sign) well short of any danger spots; if one adjusts the car's speed to conform to the general traffic pattern and then looks down at the speedometer, one sees 40 m.p.h. indicated. However, further in the town one may encounter conditions under which a speed of only 15 m.p.h. is safe. I therefore suggest that a sliding scale of speed limits be introduced to cope with these varying conditions. I suppose the objection to this

suggest that a sliding scale of speed limits be introduced to cope with these varying conditions. I suppose the objection to this is that it would make motoring more complicated, and any system which does this is undesirable.

I, personally, do not believe that our drivers are really as stupid as people (especially pedestrians!) make out, and I think that we would soon develop the knack of remembering whether we were in a 30 m.p.h. zone or a 40 m.p.h. zone, just as we will surely get used to flashing traffic indicators.

Scampton, Lincolnshire.

F. O. C. HARDY.

HOMEWORK

Necessity Has No Law

[65453.]—I have read with considerable interest Mr. A. H. Upton's article ("Homework for an Owner," *The Autocar*, February 5) on overhauling his Triumph engine. I believe my method of handling an engine unit will be of interest to him and to other readers

In my case I had no lifting tackle and no roof strong enough to carry one if I had; this, together with the fact that I pro-posed to do the work entirely single handed in my home garage on a 20 h.p. six-cylinder Rover engine, made the problem one

of interest.

In the end it was accomplished without incident although I

In the end it was accomplished without incident although I took weeks where your contributor took hours.

With the aid of two jacks, although the use of one would have been feasible, together with a number of wooden packing blocks, the engine, after removal of the gear box and all other attachments, was lifted from the three chassis attachment points and lowered gradually, corner by corner in steps of about one inch at a time until it rested on its sump on the floor, entirely surrounded by cere. surrounded by car.

It was an easy matter then to jack up the front axle and, with the aid of the clothes line and a lever, to skid the unit out between the front dumb-irons. The car was then lowered and

wheeled out of the way.

The reverse process was as easy, if tedious, but I must admit the whole operation was greatly facilitated by the existence of a

flat-bottomed sump.

A word of warning, however, to others—be sure of the stability of your jacking blocks and jack supports and do not be in too great a hurry. By lowering one corner more than is safe the whole unit will slide off the supports and crash to earth.

London, S.W.1.

G. G. DAVYS.

Should They be Standardized in Sports Car Events?

[65454.]—As many people are now laying down plans for next season, may I occupy a small space in your columns to draw attention once again to the anomalous state of affairs with regard to fuel for sports car races in this country?

At present, Le Mans and other major international events of the same type require that the competing cars shall run on pump fuel of a specified quality, and that "dopes" and their attendant complications shall be prohibited. That events in the U.K. should be governed in this respect at the whim of the organizing club is nonsensical. Is it not possible to enlist the support of the more determined organizers and to ban the use of non-standard fuels before their use by a few people discourages others from entering at all? Trials specials have been allowed to get out of hand and it would be a pity if sports cars and racing specials were to go the same way.

Very few people would be affected by the enforcement of such a regulation, and it would merely be regarded as a formality by the majority of competitors.

Cheshunt, Hertfordshire.

[There is certainly a strong case to be made for the com-

Should They be Standardized in Sports Car Events ?

[There is certainly a strong case to be made for the compulsory use of commercially available pump fuels in sports car racing. It is, however, felt by some organizers that the enforcement of such a rule in club events with a large entry would present many additional problems.—ED.]

DEAD SEA ROAD

Further Information

[65455.]—Having had cause to drive along the Jerusalem-Amman road on a number of occasions soon after the war, it was with great interest that I read The Scribe's comments in "Dead Sea Road" (The Autocar, January 8) and I consequently Sea Road" (The Autocar, January 8) and I consequently wondered whether the enclosed photograph of what must be a somewhat unusual road sign might interest readers.

The photograph was taken when I was going from Jerusalem



The unusual road sign described by Mr. R. G. Page.

towards Jericho. If I remember correctly the road from Jericho on towards Amman is considerably more interesting from the motorist's point of view whereas the one going from Amman on the Ma'an probably has a claim to fame solely because of its

ability to test spring dampers.

Thank you for much interesting reading over the past few years—from a fellow sufferer from Thames Valley un-dipped, left-side head lamps.

Wargrave, Berkshire.

Facts and Figures

[65456.]—In "Disconnected Jottings" The Scribe comments (The Autocar, November 13, 1953, and January 8, 1954) on "Roads of Romance" and "Dead Sea Road" respectively. May I take the liberty to supplement the apparently not too up-to-date information on which The Scribe had to rely, as far as roads

in this part of the world are concerned.

"Roads of Romance," without doubt, refers to the newly built road to the southern end of the Dead Sea. This road is not in

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PRICE PER UNIT

CORRESPONDENCE

Palestine, which no longer exists, but in Israel. The "Dead Sea Road," on the other hand, is the road built many years ago under the British Mandatory Government, linking Jerusalem to the northern end of the Dead Sea. This well-known road runs in its entire length in the Hashemite Kingdom of Jordan. The new, southern Dead Sea Road is a remarkable engineering achievement and one of the most astonishing roads of such

ing achievement and one of the most astonishing roads of such a short length that a motorist can find anywhere. It was completed in 1953 as a first-class road and in 35 miles descends from 1,300ft above sea level to nearly the same depth below sea level. The road was built in order to link the potash plants on the southern end of the Dead Sea, near the site of Sodom of biblical fame, to the coastal plain. The road starts at Tel-Yeruham, a small settlement in the Negev, which is reached from Tel-Aviv through Beersheba on 90 miles of first-class roads.

Haifa, Israel.

ERNST MEYER.

EDUCATION FOR SAFETY

A Necessary Alteration to Street Lighting

[65457.]—May I congratulate Michael Clayton on his very sane article, "Education for Safety," in *The Autocar* of January 29? It is a change to see someone pointing out that road accidents are not the only ways of getting oneself killed.

As he points out, there are very many quite simple ways in which road safety can be improved, and his excellent photographs show the difficulties of adequate road lighting. He does

not, however, mention one very simple alteration which could be made, namely the shading of street lights so that they do not shine into the eyes of the motorist. In each of his photographs this condition is clearly shown, though he rightly points out the superiority of sodium lighting in this respect.

A few roads have properly shaded lanterns, the light source of which becomes visible only when one is within some 50ft of the lantern. The improvement in the lighting on such roads has to be seen to be believed.

I must disagree, however, with the author regarding his photograph of an unilluminated parked car. While not defending the practice of leaving cars without lights, it does seem to me that if the car cannot be seen clearly by the normal street lighting, it is time that the motorist turned his head lights on (remember Gillingham) Gillingham)

Market Harborough, Leicestershire.

I. S. BLAIR, Dr.

ADDITIONALLY SPEAKING

The Effect of Added Additives !

[65458.]—Recently three of the leading petroleum companies announced that, in future, their brands of petrol would contain certain additives which they claimed would bring great benefits

one or all of the companies enlighten me as to what motorists may expect if they persistently use a mixture of all three brands in their tanks, i.e., would all three additives combine to give a greater advantage or would they nullify each other?

Richmond, Surrey.

L. S. DAVIES.

SLATED

The System Used in America

[65459.]—I would allude to The Scribe's reference (The Autocar, February 5) to credit sales of motor fuel, and would bring to your attention the fact that this method of obtaining petrol is almost universal in the United States and Canada. Very few people, if any, fill up and pay hard cash.

The system is operated by the oil companies, who issue users with a credit identification card entitling them to draw fuel at filling stations operated by that company. This card carries a small metal plate embossed with the driver's name, address and car number, and by means of a small press similar to those used for embossing letter-heads these details are transferred to the car number, and by means of a small press similar to those used for embossing letter-heads these details are transferred to the account sheet registering me quantity of fuel drawn, which is then sent to the oil company concerned. A bill is rendered at a later date. The account is thus between the oil company and the user; the filling station merely supplies the fuel and in no way enters into the financial aspect of the transaction. In view of the increasing number of filling stations in Britain which supply fuel from only one refiner I see no reason why such a scheme should not be implemented here.

The advantages are many; one is never immobilized by unforessen cash expenditure, or banks being shut, leaving one

foreseen cash expenditure, or banks being shut, leaving one short of ready money, and one can always get home. Similarly,

if a long, unforeseen journey has to be undertaken (death of a relative and so on) one can always fill up and get there even if one has insufficient actual cash in one's pooket.

While not so applicable in England, in the States and Canada one can have a long touring holiday and pay for the fuel used over a period of months afterwards, since the time delay in presenting the bill varies with the distance from home. The only real disadvantage appears at the end of each month, particularly if one's wife has a heavy throttle foot! True, one is committed to one brand of fuel, but most people, anyway, settle down to

There is, too, a possibility of not meeting a filling station that stocks the products of your oil company when you need fuel, but the chances of this happening in the States, anyway, are

As I pointed out, this system is operated by the oil company, and I do agree with The Scribe that it is most unfair to expect the individual garage proprietor to supply fuel on tick.

London, W.14.

J. Acton, B.Sc.

POLICE METHODS

There Are Two Sides to the Story

There Are Two Sides to the Story

[65460.]—I wonder if any Chief Constables, Superintendents and other police officials have read the interesting correspondence on the behaviour of certain individuals of the force in different parts of the country. If they have, I hope that they have taken action to remind their particular units that their duty is to the public and not against it.

Recently I was quite unnecessarily approached by an officious police constable when waiting in my car for my wife. As he cycled past he shouted from the other side of the road "See that notice? It says 'No Waiting'." The notice was turned so that it could be read only from the side away from me and was obviously so placed to protect a pedestrian crossing some yards further on, and intended to be read from that side alone. Was the constable as dense as this made him seem, or was

yards further on, and intended to be read from that side alone. Was the constable as dense as this made him seem, or was he the type of whom the local inhabitants say, "Ar, 'e's after 'is stripes, 'e' is. Shop 'is own grandmother, 'e would "?

Like every other institution, the police force has its Pharisees as well as its Samaritans. It might be well if we could read accounts of helpful acts as well as instances of bullying and blundering; of the stranded motorist given a lift in a police patrol car, and of the subsequent trouble taken to help put things right; of the small boy who, having fallen from his cycle, is brought home, cut knees and bike as well, in a police car and handed over with the friendly remark, "He's all right; but he couldn't ride very well with those sore knees;" of yet another small boy lost and taken home by a friendly constable and given dinner and kept happy until claimed by grateful parents.

London, W.I.



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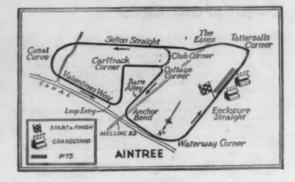
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The AINTREE PROJECT

GOOD PROGRESS WITH INTERESTING NEW NORTHERN CIRCUIT





GREAT deal of progress has now been made with the motor racing circuit which is being constructed at Aintree, near Liverpool, and, although the original projected date for the first meeting of April 10 has had to be aban-doned, there will be a large-scale race meeting there on Saturday, May 29. The circuit follows the famous Grand





National horse-racing course quite closely, with the addition of a large inward loop. It will have a tarmac surface, with a width of 35ft except at the pit area (where it broadens to approximately 50ft); the lap distance is exactly three miles. All the permanent installations such as All the permanent installations such as grandstands and enclosures, and all the facilities for catering, car parks and so on which are already in existence for the horse-racing meetings will naturally be available for spectators of the motor racing events; the total capacity of the ground is roughly 200,000 people, of whom 20,000 can be accommodated in the grandstands, while there is car park room for 12,000 cars.

A new company (the Aintree Auto-

A new company (the Aintree Automobile Racing Co., Ltd., a subsidiary of Topham's, Ltd.) has been formed to administer the new project; the organization of races will be in the hands of the British Automobile Racing Club, already familiar in connection with Goodwood and the Crystal Palace. Two main meetings are planned for each year, in addition to one or two motor cycle race. addition to one or two motor cycle race meetings. In addition, the circuit is so constructed that a central loop can be brought into use, enabling a short circuit (1½ miles to the lap) to be used for club

brought into use, enabling a short circuit (1½ miles to the lap) to be used for club events.

There has been some difficulty concerning an existing public right of way along a footpath which crosses the circuit; while this is not yet finally settled, Mrs. M. D. Topham (the presiding genius of Aintree) stated at a preview of the track that she was sure a satisfactory agreement would be reached. When asked for the origin of her interest in motor racing, Mrs. Topham replied "Dire necessity!" It is hoped by the introduction of car and motor cycle racing to keep Aintree inuse all the year round, and more profitably than hitherto, when it was closed throughout the summer. Certainly, the new circuit would seem to have tremendous possibilities, with lap speeds of 85 m.p.h. or more and at least one place per lap where 150 m.p.h. might be reached. The stand accommodation and spectator amenities are also admirable and well inadvance of those applying to other British circuits. circuits.

(Top left) H. J. Morgan, secretary of the B.A.R.C., discusses the new circuit with Mrs. M. D. Topham.

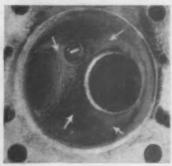
(Centre) Construction of the track in front of the impressive row of stands is already well advanced.

(Bottom left) An excellent view of the new Tattersalls Corner is obtainable from the main grandstands.

How SHELL with I·C·A gives you smoother running

PROVED EFFECTS OF SHELL'S NEW ADDITIVE ON YOUR ENGINE

Car manufacturers are always trying to make engines more powerful and economical. Their best way of doing this is by increasing compression ratios (the average ratio of the new models at the last Motor Show was 7:1 - and next year it will be still higher). This advance is extremely valuable, but it has made two problems much more serious: pre-ignition by glowing combustion chamber deposits, and spark-plug fouling.







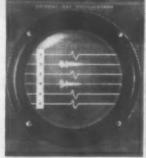
2 Every moment your engine is running, deposits (arrowed in the picture) are forming on your cylinderheads. These deposits glow from the heat of combustion. The next picture shows deposits from a car which has been running on ordinary

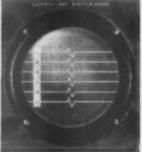
petrol: they are being heated up and are glowing and smoking. The deposits on the right—being heated to the same temperature—are from an engine which has been running on Shell with I·C·A. They have been completely fireproofed by I·C·A.





3 Any glowing spot of deposit will fire the mixture in the cylinder well before the piston reaches the top of its stroke, as the left-hand diagram shows. This is pre-ignition. By fire-proofing the deposits, I-C-A makes pre-ignition impossible: your cylinder fires correctly, as shown on the right, and you notice definitely smoother running.





4 Pre-ignition is the major enemy of smooth running. These oscillograph diagrams show why. On the left, cylinders 5 and 6 are showing early, violent fluctuations. This means that these cylinders are suffering from pre-ignition. The engine is not developing its power properly and its life is being shortened. On the right pre-ignition has been entirely cured by I-C-A's action on the deposits.



WITH I.C.A

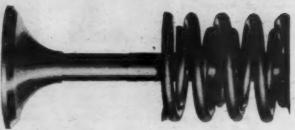
PROVE SMOOTHER RUNNING— TRY THE TWO-TANKFUL TEST

During your second tankful of Shell with I·C·A — (the second one, because I·C·A must have time to work on the deposits already in your engine) — you will get definitely smoother, sweeter running.

Only SHELL with I-C-A gives you full-power smoothness



When valve springs get worn they are unable to operate the valves efficiently, power is lost and up goes petrol consumption. That is why it is so important to keep a regular check on the condition of your valve springs. When a refit becomes necessary do specify Terrys. All good garages keep them and they are the best valve springs made!



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"The Autocar" READERS' SERVICE

Erratic Distribution

I have a 21 h.p. 1933 Wolseley which is in excellent condition except that I am troubled by excessive backfiring and loss of power. The electrical circuits and carburation have been checked and the cylinder compressions are satisfactory. One possible fault I have found is a slackness in the distributor mechanism. The automatic advance and retard is in order, the distributor drive. Do you think this is likely to be the fault?

Hampton Hill, Middlesex. W. S.

THIS distributor drive slackness is quite I likely to be the cause of the trouble.

The fault may be either in the skew gear drive from the camshaft, or in the pin which holds the skew gear on to the drive shaft. There should be no difficulty in getting a new skew gear or a new pin, but if the skew gear is worn there will be similar wear on the camshaft gear, in which case a new camshaft would be necessary to effect a complete cure.

Steering Box Removal

I have a 1947 1½-litre Jaguar and I wish to remove the steering box for examination. I have already examined the remainder of the steering mechanism to try to trace the cause of a rather excessive amount of play. What do I have to do to remove the box?

Southall, Middlesex.

IT will be necessary to remove the steering wheel, the drag link connection and the drop arm, and undo the chassis mounting bolts. The complete assembly can then be withdrawn from underneath the car. The column will pass through the draught excluder quite easily.

Firebird

I am thinking of raising the compression ratio of my 1937 Alvis Firebird to approximately 7 to 1 by taking 2 mm off the cylinder head. Are there any special points to watch?

P. J. S.

Gloucester.

THERE is no reason why the compression ratio of your Alvis Firebird should not be raised appreciably, but it would be advisable to restrict the amount of metal removed to 1½ mm (approximately 0.060in). It may then be necessary to provide thin packing plates beneath the rockershaft brackets to allow for the apparent increase in push-rod length.

Oil Pressure

I recently fitted new big-end shells, main bearings and thrust washers, the previous set having failed owing to a choked oil filter. There was very little ovality of the crankshaft journals and oil pressure had previously been satisfactory. Now, howcrankshaft journals and oil pressure had previously been satisfactory. Now, however, the oil pressure rises to a satisfactory reading when the engine is under load, but it drops on downhill stretches when no throttle is being used. Even when the engine is on load the oil pressure drops when the revs pass a certain point. Potters Bar, Middlesex. D. A. P.

THIS trouble appears to originate in undue slackness of the main bearings and the engine should be stripped for re-

examination. Possibly the crankshaft journals, although not oval to any great extent, are undersize, either from v

a previous regrind.

The only other possible cause would be a partial blockage on the suction side of the oil pump, but from the symptoms you describe the former explanation would seem to be the more likely.

Mascots

The local police have objected to a ascot which I mounted recently on my M.G. It does not appear to me to be dangerous, and I wonder if you can tell me what the law is on this subject.

J. H. B. Ulverston, Lancashire.

ONE has to be very careful with mascots because a cyclist falling across the bonnet as the result of what may be a minor collision might well be injured, quite apart from the very serious danger of a sharp mascot in the event of a head-on collision. The law reads: "No mascot shall be carried by a motor vehicle first registered on or after 1st October, 1937, in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot is not liable to cause injury to such person by reason of any projection thereon."

Warm Dip Switch

My 1948 saloon was recently converted double dipping. The original lamps and 36-watt bulbs, but the new ones are 36-42 watts. Now the dip switch at the steering wheel gets warm when the head lamps have been on for a period. Does this indicate that the wiring or switch are red calculate? not adequate Huddersfield.

WITH 36 watts the current is 3 amps per bulb and with 42 watts the current is 3.5; an amp should not make enough difference to cause you to feel uncasy.

Gear Box Rattle

I have a 11-litre VA M.G. and there is an unpleasant grating noise heard between 32 and 38 m.p.h. in top gear. This comes from the transmission and is heard only when the car is cruising under light load. It is also apparent in third gear at about 20 to 25 m.p.h. under similar conditions, but it is not heard in second gear. It is definitely not coming from the back ade, and I have examined the gear box.

Cambridge.

W. M. G. B.

THIS could be synchromesh rattle, but it appears unlikely, since this fault is usually associated with general wear in the gear box, and worn synchromesh particu-larly. Normally, the balls and springs are quite adequate to prevent rattle in the

As the symptoms seem to come on at certain relative speeds of the third and fourth motion shafts, it appears likely that the trouble is in the bearing of the mainshaft and third motion shaft. This bearing is not very accessible, and it seems likely that you may have overlooked it in your examination of the box. Also, it is one which is very difficult to lubricate adequately, and often suffers from the use of heavy oil in the gear box.

Wherever the trouble is, there will be

A stamped self-addressed envelope. an international or imperial reply coupon, must accompany queries, which should be kept separate irom other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.I

Queries should not be submitted which are the normal business of manufacturers' service departments

evidence of it, and it is recommended that you strip the box and examine it thoroughly with particular attention to the mainshaft-third motion shaft bearing.

Crankcase Pressure

I have a 1936 M.G. which suffers from excessive oil consumption even though the exhaust smoke is "clean." The oil appears to leak from the water-pump shaft—even after fitting a new seal—and from the base of the dynamo. Fumes are expelled through the crankcase breather, especially when the engine is working hard. No. Sevinder has weak compression and I think cylinder has weak compression and I think the crankcase pressure is too high. How-ever, the engine was reslected 2.22 ever, the engine was resleeved 2,300 miles ago so the bores should be in good con-dition. Before stripping the engine I would appreciate your comments. Helston, Cornwall. H. H. E. P.

T is thought that your diagnosis of A excessive crankcase pressure is correct, and as you suffer loss of compression on at and as you suffer loss of compression on at least one cylinder you will possibly find that some of the piston rings are gummed or broken. Before stripping the engine, it is suggested that you remove the sparking plugs, apply about an ounce of Redex to each cylinder and turn the engine over very slowly by hand; then leave the car to stand for several hours, preferably overnight. This treatment should free any sticking rings, and may save you the expense of a complete strip.

Camshaft End Float

I have a 1947 Wolseley Eight with which I am very satisfied. However, the engine developed a tapping noise which persists even though the engine has been completely reconditioned since the noise started. I have now discovered that there is too much play at the end of the camshaft. How do I cure this?

7. M.

THEPE is considerable to the cambridge of the cambrid

THERE is considerable tolerance on the end float measurement for the cam-shaft, and this end float is controlled primarily by the meshing gears, and by the small leaf spring fitted inside the timing chain cover

Whilst with a component such as the crankshaft it is essential to control the amount of free movement in a longitudinal amount or free movement in a longitudinal direction, it is not necessary to adopt the same procedure with the camshaft. It would be advisable to check to ensure that the tensioner spring is not adrift or broken in the timing case, and if this appears to be in order and is, in fact, bearing upon the end of the camshaft, then it is indicating the camshaft, then it is indicating the camshaft. tive that either the bearings have worn excessively or that the gear teeth have worn thin, allowing additional movement.

ROSETTE RALLY

United Hospitals' Late Night Call

NIGHT navigation rallies continue to be popular, and so expert are many of the competitors that it would be difficult indeed to run a comwould be difficult indeed to run a com-parable event successfully in daylight. Last Saturday night-Sunday morning the United Hospitals and University of London M.C. held their Rosette rally, and so confident were the organizers that everyone would lose marks that special tests were included only as a formality.
The start and finish were at Stokenchurch. on the A40 London-Oxford road to the west of High Wycombe, and the route included three loops, to north, east and west respectively, totalling 150 miles plus any extra mileage resulting from navigators' errors.

The night was ideal; not unduly cold and fine. And to add to the interest of the event, the route planners had not hidden their marshals very far away from the nearest roads, nor hidden them in such a way as to defeat even the expert map reader. Nevertheless, the winner, Michael Burn, navigated by the redoubtable Holland Birkett, lost 114 marks, with "the owls," headed by A. H. Greig, two points behind.

From Stokenchurch one loop led the experts to Marlow, Burnham Beeches, Amersham, beyond Berkhampsted, and to Chequers, near Princes Risborough. Of course, none of the marshals was conspicuous, and a quarry, woods and other

natural camouflages were used. At Chequers, where suspicious policemen paid calls on the marshal at odd times during the night, the marshal reposed in a sheep dip above which was parked a pre-war Aston Martin. To decoy the unwary, red hurricane lamps were lamps arranged up a path through the wood that neatly avoided a sight of the nearby Aston
—but few failed to track the marshal

Another loop provided a specially tricky test for the navigators as a regularity test from point to point was included, and figures discovered at each point collectively

provided the location of the final pointalso to be reached at the set average of 28.4 m.p.h. On this circuit competitors went first to a point near Princes Ris-borough, and then meandered around the Thame area.

To round off, a simple circuit to the south (called West Petal in the regulations) was thrown in. By 7 a.m. cars were back at Stokenchurch after a very satisfactory "night out," and, more satisfactory still, by about 8.30 a.m. the results were on

PROVISIONAL RESULTS

Best Performance: Rover (M. Burn), 114 marks lost.
First-class awards: Austin A.40 ("The Owls"),
116: Wolseley 4-44 (T. Clark), 122: M.O. (S.
Moore), 129: Standard Vanguard (K. Gregor),
136: M.G. TD (J. Reynolds), 159: Morris Oxford
(F. Levey), 172.
Team Award: S. Moore, T. Clark and "The
Owls."

NORTH MIDLAND CLASSIC

Successful Kitching Trophy Trial

LTHOUGH the appeal of the out-At THOUGH the appeal of the outand-out mud plugging trial seems
to be waning in the south of
England, this trend is obviously less
noticeable in the north. The Kitching
Trophy event, run last Sunday by the
North Midland M.C., attracted an entry
of 44 cars, while the six sections in and
around Rowlees Farm were watched by
roughly 1000 enthysissic spectages.

roughly 1,000 enthusiastic spectators.

The weather was not too bad, although a certain amount of drizzling rain fell; the

ground was very soft, and the hills were consequently difficult. Among the competitors were Raymond Baxter, of commentating fame (driving R. W. Phillips' Le Tout) and rally driver Mrs. Nancy Mitchell.

A driving test was held on the car park at the Marquis of Granby Hotel, on the Sheffield-Buxton road, as a tie-decider, and this resulted in the narrow victory of Maurice Wilde over Rex Change of Maurice Wilde over Rex Chap-pell for second place. Outright victory went to E. Harrison, driving one of the Harfords constructed by his father, well-known competition driver T. C. Harrison.

PROVISIONAL RESULTS Kitching Trophy (best performance): Harford 1,172 (E. Harrison).
Parker Trophy (second): Harford 1,172 (M. Wilde).
Noble Trophy (third): Cotton Spl 1,172 (R. F. ng Trophy (best performance): Harford. Harrison). Trophy (second): Harford 1,172 (M. Trophy (fourth): Harford 1,172 (A. W. Convenir Awards: Le Tout 1,172 (R. F. Baxter); rd Spi 1,172 (E. J. Chandler); C.C.S. 1,172 (C. Trisisley); Cannon Spi 1,172 (M. R. B. Cannon); rd Spi 1,172 (A. Richardson); Deeford 1,172 H. Dees); ales-Haigh Trophy (team award): Westriders Harrison, M. Wilde and Mrs. N. Mitchell).

RILEY WINTER RALLY

AN excellent entry of 65 cars was received by the Riley M.C. (London Centre) for the annual Winter Rally, run last Saturday over a 45-mile route starting from Ashtead in Surrey There were only two non-starters, and the remainder of the entry enjoyed an excel-lent run in good weather. There were no untoward incidents, though the sudden incidence of a fine afternoon resulted in the roads being more congested with traffic than had been expected.

PROVISIONAL RESULTS R. James Trophy (best performance by open car): 1935 12 h.p. (K. M. Banks).
R. G. Perter Trophy (best performance by closed car): 1948 1/4-litre (J. Williamson).
Ripley Memorial Trophy (ladies' award): 1949 1/4-litre (Mrs. O. I. Johnson). strated Sperting and Dramatie Trophy erformance on age formula): 1923 10.8 h.p. H. Wood). H. WOOD:

(J. W. Bowdare): 1955 21. (C. A. Pike
(R. S. Pook): 1951 21. (V. H. Tuson
(D. E. Cussen): 1953 21. (G. H. Grace
(F. Winkworth): 1951 1. (T. W. G)
(F. Winkworth): 1951 1. (T. W. G) (V. H. (G. H. 11, (T. 1950 1



Winner of the "Illustrated Sporting and Dramatic" Trophy, for the best car on a performance and age basis; D. F. H. Wood's 1923 10.8 h.p. Riley.

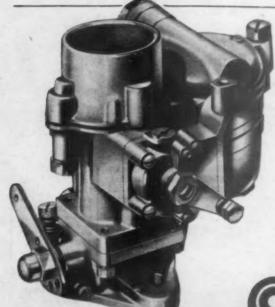
R.A.C. RALLY

IN the entry list for the R.A.C. Rally I (March 9 to 14), which comfortably reached its predetermined maximum of 240 cars, there are 31 different makes of 240 cars, there are 31 different makes of car, the most popular examples being Ford (33 entries), Jaguar (30), M.G. (16) and Austin-Healey (12). The last named is particularly interesting, as evidence of the rapidity with which this comparatively new model is catching on in popularity with the competitive side. There are few foreign entries; Gatsonides is once more in the list with a Ford Zephyr, and there is an official works.

Zephyr, and there is an official works team of three German D.K.W. saloons. There are two starting points, Black-pool (also the finishing point) and Hastings. The routes from these will Hastings. The routes from these will remain separate from the starting time of 6.30 p.m. on Tuesday evening (March 9) until Friday morning (March 12), by which time all competitors will have arrived at Blackpool. During that period they will all have undergone special tests at Silverstone, Goodwood, Prescott and Oulton Park, and a special stage in the Welsh hills. Friday will see them all off on a final stage in the north of England and into and out of Scotland; the first man will arrive back at Blackpool at 10.30 a.m. arrive back at Blackpool at 10.30 a.m. on Saturday, March 13.

How old is your carburettor?





There comes a time in every carburettor's life when performance drops and consumption rises. Though this may happen almost imperceptibly, think back—try to recall how far a gallon used to go in your carburettor's young days. If the comparison is odious (and it well may be so)—go to your local Solex Service Station and find out what perfect carburation can do for your car's performance—and your pocket!

If your car is Solex equipped your Solex Service Station will supply at a specially reduced price a latest type Reconditioned Solex, equal to new, to replace your present carburettor, if not older than 1936. For cars fitted with a Solex of earlier date, or with a carburettor of another make, new Solex are available, at an attractive price, with a generous allowance for the old carburettor.

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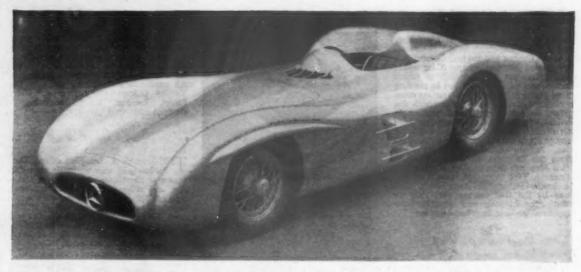
Hundreds of drivers on every road today are already enjoying cheaper motoring. They have learnt how to save pounds and pounds in later repair bills and depreciation by early use of running-in compounds and upper cylinder lubricants based on the inimitable 'dag' colloidal graphite. These are obtainable from leading accessory suppliers including all branches of Halford's Limited.

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Not yet another super-sports Mercedes, but the German firm's solution to the Grand Prix problem. This is the new formula 1 Mercedes racing car with unsupercharged 2½-litre engine.

THE SPORT

NEW CIRCUITS

MERCEDES G.P. CAR • LADIES' RALLY

HEREAS until recently the cry in this country has always been for more racing circuits, it now seems that we shall shortly be suffering from an embarrassment of riches in this direction, if the present trend continues. In addition to our old-established faithfuls at Silverstone and Goodwood, we have seen Snetterton, Castle Combe, Ibsley, Brands Hatch, Charterhall, Crystal Palace and Oulton Park arrive on the scene in turn; now Aintree is well on the way to completion, and there are still the proposed circuits such as that at Bulstrode Park on the horizon as possibilities.

Is this a good thing? Certainly it reflects the remarkable rise in enthusiasm for motor racing in this country since the war; but, on the other side of the medal, there is the danger that sooner or later there may not be enough spectators to go round. In the north-west corner of England, for instance, where there has previously been no circuit at all, there are now two—at Oulton Park and Aintree—within fifty miles of one another, and both of good quality with particular features of merit. What the eventual outcome will be remains to be seen.

2000

ONE good trend which is apparent is the move away from the pure airfield circuit, examples of which served us so well, for all their disadvantages, in the immediate post-war years. The criticisms usually levelled at airfields in

this connection are twofold: in the first place, it is difficult for spectators to get a reasonable view of the racing, because of the flat ground and absence of any natural vantage points; and, in the second place, the large expanses of runway, frequently visible beyond a thin row of marker tubs, tend to encourage drivers to take undue risks, secure in the knowledge that the worst which is likely to befall them is a slide out through the tubs with little, if any, None of these criticisms can be applied to the circuits at the Crystal Palace, or Oulton Park, or Aintree; and this is a commendable thing. Al-though there is a school of thought which deplores the dangers of obstacles near the actual circuit, yet natural hazards in the way of trees, walls and so on are part of the very essence of genuine road racing.



THE decision of the Mercedes firm to re-enter Grand Prix racing has already been recorded in these columns, together with their announcement to the effect that they would compete in only a few selected major events. Now comes the first glimpse of the car which they will use for the purpose—see the pictures on this and the following page. The most immediately interesting feature is the adoption by Mercedes of a more on less fully streamlined form for a Grand Prix car; although the cockpit is not enclosed, the wheels are, the resulting wing line resembling that of the 300SL and 190SL sports models. Obviously, the technical wizards at Unterturkheim consider that there is more to be gained by

streamlining in the way of maximum speed on the straights than there will be lost in lack of manœuvrability or increase in weight. On the faster circuits they are probably right; and, of course, they are quite likely to produce another and slimmer version when a race on a twisty circuit is in question!

By J. A. Cooper

slimmer version when a race on a twisty circuit is in question!

The frame of the new car is welded of small diameter steel tubing. The engine is an unsupercharged 2½-litre (of six or possibly eight cylinders) with twin o.h.c. and direct fuel injection into the combustion chambers; it lies horizontally on its right side in the chassis, dry sump lubrication being used with a big oil cooler in the nose of the car. Dual ignition systems feed two plugs per cylinder. The driving seat is slightly to the right of the car centre-line, the propeller shaft running down the left side to the combined gear box and final drive unit, which provides certainly five and possibly six forward speeds. The rear axle appears to be of the de Dion type; the brakes are disc-type, mounted inboard all round (with short universally jointed shafts at the front as on the sports-racing Lancias). The fuel tanks are alongside the seat, on both sides. The whole car is extremely low built, the height in front of the windscreen cowl being only 2ft 6 or 8in; the ground clearance is five inches.

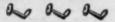
THIS year sees the Jubilee edition of the Paris-St. Raphael Rallye Feminin, that celebrated all-women French Rally, which is scheduled to take place from March 3 to 7. The special tests which, in all probability, will decide the winner are three in number: a standing start acceleration test over 11/16-mile at Gueux, on the Rheims circuit; a standing start timed lap of the J. P. Wimille

THE SPORT

circuit in the Parc Borély at Marseilles, and a timed hill-climb in the Esterelles, between Cannes and Fréjus. Competitors are divided into two groups; A for which cash prizes are awarded, and in which competitors who have finished in the first three places in any previous year are com-pulsorily included, and B, for which the prizes consist of artistic or serviceable articles. In addition there are five subarticles. In addition there are live sub-divisions by engine capacity; the two main groups apply only to the general classifica-tion. Among the 44 entries are three from this country: an M.G. TF (Mrs. tion. Among the 44 entries are three from this country: an M.G. TF (Mrs. Pam Moy and Mrs. Monica Whincop), a Triumph TR2 (Mrs. Jan Branford), and an Austin-Healey (Miss Betry Haig). This may be the first international rally in which these three new models have appeared, at least in private hands.



ENTRIES for this year's Sestrieres Rally (starting point Turin, 1,750-mile road section, finishing yesterday at mile road section, finishing yesterday at the Italian winter sporting resort of Ses-trières) totalled 102, of which all but 16 were Italian. Only two British cars were engaged, one the Ford Zephyr of Mrs. Joy Cooke and John Dorsett (the only British entry), the other a Jaguar driven by the Italian driver Mario Damonte. Louis Chiron was also engaged with the Lancia Aurelia which has been the sub-ject of so much dissension in the recent ject of so much dissension in the recent Monte Carlo rally, his co-driver being once again C. Basadonna.



MODIFICATIONS and lengthening operations to the circuit at Oulton Park, in Cheshire, are proceeding apace; what with this circuit and that at Aintree, the next the control of the control the north-west is going to be extremely well served with motor racing this year. An innovation at Oulton Park is the introduction of season tickets for both car and



The instrument panel and cockpit layout of the new G.P. Mercedes; the rev counter reads up to 12,000 r.,.m., and the engine will probably peak at over 9,000!

motor cycle meetings; these will cost 25s each and admit holders to all meetings, each and arms are special privileges. All but will confer no special privileges. All enquiries to Secretaries Office, Cheshire Car Circuit, Ltd., 29, Eastgate Row North, Chester.

ALREADY, applications for grandstand accommodation are being received for the International "Daily Express" Trophy race meeting at Silverstone on Saturday, May 15. The programme of races will as usual include events for 500 c.c. formula 3 cars, sports cars and production cars, in addition to the Trophy race itself, which is for formula 1 cars (two 15-lap heats, one 35-lap 105-mile final). It is hoped that Italian and French works teams will be present; but in any case teams will be present; but in any case there will be the two new 2½-litre Maseratis of Stirling Moss and S. G. Greene (driver Roy Salvadori), together with teams of new 2½-litre Connaughts and H.W.M.s.

Seats in the pits grandstand cost 30s

continued

each, in the south grandstand 25s each; car park 10s. An "all-in" ticket admitting a car and all its passengers costs 25s in advance, or 30s on the day. The charge for a coach and its occupants is £9 10s. All applications should be made to the Trophy Office, "Daily Express," Fleet Street, London, E.C.4., enclosing a Street, London, E.C.4., stamped addressed envelope.

2020

THE formula 3 champion driver, Don Parker, will once again be seen this season at the wheel of a Kieft; this is a and rather special model, narrower new and rather special model, narrower than his previous example and with much attention paid to the reduction of frontal area. This year, however, his engines will no longer be tuned by Steve Lancefield, and rumour suggests that Francis Beart will be responsible for them.

222

A NOTHER of the veteran racing drivers of what is known as the "heroic period" has passed away in Arthur Duray. Born in New York 73 years ago, Duray was of Belgian nationality, but later was naturalized French. He started racing at the early age of 17, first with Darracq and later with Gobron-Brillié. His closest connection with racing was as a member. connection with racing was as a member of the famous Lorraine-Dietrich team, in which his team mates were Gabriel and

For twenty years there was not an important race in Europe and America in which he did not take part. He was sixth in the 1905 Gordon Bennett, third in the Vanderbilt Cup race of 1906 and winner of Vanderbit Cup race of 1906 and winner of the St. Petersburg to Moscow race in 1907. One of Duray's most brilliant exploits was the winning of second place in the 1914 Indianapolis race, with a 3-litre Peugeot. He took part in this as an independent driver, in opposition to the official Peugeot team headed by Boillot and Goux, and defeated them both, much

and Goux, and defeated them both, much to the amazement of the Americans, who had dubbed his car the "Baby Peugeot." Youthful, almost boyish, a practical joker, Duray was a favourite among racing motorists. The smile with which he could accept defeat and his modesty in success. endeared him to all sportsmen. For several years he held a position in Paris, but was an invalid during the last two but was an inv years of his life.

2000

FOR reasons of ill health, Mr. G. James Allday, M.B.E., has resigned from the presidency of the Veteran Car Club of Great Britain. He was the club's first chairman from its inception in 1930 until 1946, when he became president. He has now been elected, by a unanimous vote at the recent a.g.m., to the position of life patron to the club. The new president is F. S. Bennett, well-known veteran car owner and expert; he imported the first Cadillac car into this country in 1903 and is still driving the same car in V.C.C. events. With it he took first place in his class in the A.C.G.B. and I. 1,000nis class in the A.C.G.B. and I. 1,000-mile trial in 1903, and repeated the same drive over the same route and at the same speed under V.C.C. observation during 1953

COMING SHORTLY

FEBRUARY 24.—Half-Litre C.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W. 1, 730 fore 8 p.m. 26.—Fiat 500 Club. Dinner and dance, Blue Pool Restaurant, Dolphun Square, Grosvenor Road, London, S.W.1,

Piccadilly, London, W.1, 7.30 for 8 p.m.
Piccadilly, London, W.1, 7.30 for 8 p.m.
Pool Restaurant, Dolphin Square,
Grosvenor Road, London, S.W.1,
7.30 p.m.
26.—Lagonda Club. Northern party, Cottons
Hotel, Knutsford, Cheshire, 8.30 p.m.
Political M.C. and L.C.C. Poole Trophy
Night Navigation Trial, Full Moon
Hotel, Stokes Croft, Bristol, 7.30 p.m.
27.—Alvis Register. Night navigation run,
near Stammore, Middlesex, 6.45 p.m.
28.—Sunbeam Register. Annual dinner,
Waverley Hotel, Southampton Row,
London, W.C.1, 7 for 7.30 p.m.
27.—M.G. Car Club (S.W. Centre). Film
show, Ship Hotel, Alveston, near Bristol,
30 p.m.
27.28.—West Essex C.C. Starlight Navigation Rally, The Three Jolly Wheelers,
Woodford Bridge, Essex, 10 p.m.
27.28.—Liverpool M.C. Jeans Gold Cup
Rally, Gatescre Hall Country Club,
Liverpool, 8 p.m.
28.—Chiltem C.C. Committee Cup Competition, Swan Hotel, Ley Hill Common,
near Chesham, Buckinghamshire, 11 a.m.
28.—Manchester University M.C. Yorkshire
Rally, University Medical School, Manchester, 10 a.m.
28.—A.C. Owners' Club. Novices' Point-toPoint, Six Bells Restaurant, near South
Mimms, Hertfordshire, 10.45 a.m.

Mid - Surrey A.C. Photo - navigation trial, The Sugar Bowl, Burgh Heath, Surrey, 1.45 p.m.

trial, The Sugar Bowl, Burgh Heath, Surrey, 1.45 p.m.

MARCH 3.—West Essex C.C. Competition Quiz, The Three Jolly Wheelers, Woodford Bridge, Essex, 8 p.m.

3-7.—Paris—\$t. Raphael feminine rally, France.

5.—Old Merchant Taylors' M.C. Film show, Durants, Croxley Green, Hertfordshire, 8 p.m.

6.—Mercedes-Benz Club, Annual dinner and dance, Dorchester Hotel. Park Lane, London, W.1, 7.30 p.m.

6.—Alvis Register. Midland night navigation run, Cock Inn, Wishaw, Birmingham, 6 p.m.

7.—Sunbeam-Talbot O.C. Cotswold Trial, Rootes Car Park, Maidstone, Kent, 10.30 a.m.

7.—Sunbeam-Talbot O.C. Cotswold Trial, Taylor's Crypt House Motors, Ltd., London Road, Gloucester, 2.15 p.m.

7.—Cambridge University A.C. Inter-Varsity Speed Trial, near Gransden, Huntingdonshire.

7.—Bugatti O.C. Opening Rally and prize giving, Welcombe Hotel, Stratford-on-Avon, Warwickshire

7.—Harrow C.C. Moss Trophy Competition, Royal White Hart Hotel, Beaconsfield, Buckinghamshire, 10.30 a.m.

7.—Herts County A. and A.C. Map run,

Beaconsneid, Duckinghamshire, 20.70-2.m., 7.—Herts County A. and A.C. Map run, Panshanger Aerodrome near Hatfield, Hertfordshire. 7-8.—Sebring 12-hour Race, Fiorida. U.S.A 9-14.—R.A.C. Rally.

CLUB

NEW

M.C.C.—The Opening Run will take place on Sunday, March 7, at the Bellhouse, Beaconsfield, where tea will be available from 4 p.m. For those whose competitive instincts demand that they shall journey to the Bellhouse "under control" there will be a simple competition based on an unusual form of route card and involving a modicum of skill and observation. No maps will be needed, nor will there be any mountaineering and the start will be at the Myllett Arms on Western Avenue, Greenford, at 2 p.m. A showing of the film "Powered Flight" will follow tea; this film has not yet been shown in public. The price of tickets for tea and the film show is 5s each, and applications must be made before Marci. 2.

Marconi A.C.—On Tuesday, February 9, members and friends were entertained by Godfrey Imhof's impromptu talk. This was preceded by a colour film lent by the Jaguar company, which illustrated the trials and tribulations encountered on the Alpine Rally.

Alvis O.C.—The southern section held its Kentish Rally on January 31, starting from Halstead at 1.30 p.m. Competitors were expected to average 24 m.p.h. over about 50 miles of narrow, hilly lanes; one of these proved to be impassable to many cars because of ice. From Halstead cars were directed to East Grinstead where the marshal was disguised as a sailor, which caused considerable confusion. The final control was near Knockholt, where there was a slow hill-climb.

Results: 1, Speed 20 1933 (R. Brearley); 2, Speed 25 1937 (F. Byers); 3, Speed 20 1935 (A. James).

Nottingham S.C.C.—A capacity attendance of 140 members and guests filled the ball-room at the George Hotel, Nottingham, on the occasion of the sixth annual dinner-dance on February 5. John Bolster, who was present, steadfastly refused to talk about cars as, he said, members undoubtedly spent the remaining 364 days of the year boring their womenfolk with this subject. They should have a holiday.

London M.C.—The Little Rally, which attracted an entry of 240 last year, is to be held on Saturday, April 10, on similar lines. It will start and finish near London. In contrast to the London Rally, which will be held on September 3 and 4, it will not be a tough event. There will be no difficult map reading and the route will be over lesser known roads in Hampshire and Surrey. Details and regulations will shertly be available from Mrs. N. Imhof, Robin Hill, Coombe Hill Road, Kingston, Surrey.

The M.G. C.C.—A navigation rally will be held on Sunday, March 21. The route will be centred in the Cotswold area and is entirely suitable for any type of car. The mileage will not be great and two or three hours will see competitors at the finish. Information and regulations may be obtained from A. Thompson, 84, Broad Street, Chipping Sodbury, near Bristol.

East Anglian M.C.—The Autoscramble will take place on March 7 at Chalkney Woods, Earls Coine (off A604) at 10.30 am. Invited clubs are: Thames Estuary A.C., Eastern Counties M.C., London M.C., Chiltern M.C., Falcon and 750 C.C.s. Full details can be obtained from C. Walther, Chalkney Mill, Earls Coine, Easex.

Sunbeam-Taibot O.C.—The Cotswold Trial will be held on Sunday, March 7. It will be about 40 miles in length, starting at Gloucester and finishing at Cheltenham, the first car leaving the start at 2.15 p.m.

Lancia M.C.—The second Spring Rally and driving tests will be held on Sunday, March 7. The B.A.R.C., Lloyds M.C., U.H.U.L.M.C., West Esser C.C., London M.C., Sunbac, and Hagley and District L.C.C. are invited and the start will be at the Bear Hotel, Woodstock, at 9 a.m. A 90-mile road section on made roads will occupy the morning and, after lunch, four

driving tests will be performed twice at the finish, Shipston-on-Stour.

South Essex M.C.—The third annual dinner was held recently at the Anchor Hotel at Tilbury. The toast of the club was proposed by E. Steele and the response was made by the club captain, Capt. W. Rothwell, who also presented the awards for the club's 1953 events.

Thames Estuary A.C.—The second series of navigation and map-reading classes for rally enthusiasts, organized by K. Sloman, culminated in a short practice rally on Saturday, January 23, for which there were 23 entries. The lectures have been very popular, members of neighbouring clubs having travelled long journeys to attend them. A third series is due to start in May and further details of when and where will be announced shortly. announced shortly.

West Hants and Dorset C.C.—The Hart-well Cup Trial will be held on Sunday, March 21, over a course of about 40 miles in the Purbeck Hills of South Dorset. Intended for everyday cars, the event will contain nothing of a chassis breaking nature. The trial will start at Bere Regis and will finish at Swanage.

finish at Swanage.

The Eight Clubs.—A social evening for members and friends has been arranged for Tuesday, March 9, at the Porchester Hall, London, W.2, starting at 7 p.m. There will be a film show, starting at 7.45 p.m. and including The Moving Spirit, a colour film of the Eight Clubs' 1953 Silverstone meeting, and a full-length feature film of motoring interest the name of which, by request of the distributors, cannot be publicized. A limit of 600 people can be accommodated; applications should, therefore, be sent to B. Inglis, 35, Frognal, Hampstead, London, N.W.3, as soon as possible with the sum of 1s 6d, which does not include refreshments. Members of the Lagonda Club should apply to M. H. Wilby, 4, Lancaster Garages, Hampstead, London, N.W.3.

Oxford University M.D.C.—The Targa Rusticana (successor to the Rallye Rapide) will be held on Saturday and Sunday, March 13 and 14. Entries, which will be limited to 100, must be sent, accompanied by 25s entry fee, to P. T. Adams, Worcester College, Oxford, to arrive not later than noon on Monday, March 8.

Monday, March 8.

Cambridge University A.C.—As the result of combined efforts by the C.U.A.C. and the Combined Universities Club, the first postwar Inter-Varsity Speed Trial will be held on March 7. This event will replace the C.U.A.C.'s annual closed-to-club event, though, as tradition dictates, it will be the first speed event of the season. The course lies about 12 miles from Cambridge and Gransden is the nearest village; the exact location is described in the regulations. Entries close on Friday, March 5, and practice starts at 1.30 p.m. on Saturday, March 6. Classes are as follows: up to 1,200 c.c., 1,201–1,500 c.c., 1,501-2,500 c.c., and over 2,500 c.c. These classes will be further subdivided for open and closed cars.

The event is open to any member, veteran

The event is open to any member, veteran or resident of the C.U.A.C. or any other university motor club. Details may be obtained from I. C. Brander, St. John's College, Cambridge.

Vintage S.C.C.—The following dates have been applied for but must, as yet, be regarded as provisional except for the May and June Silverstone meetings: Southern Rally, February 28; Pomeroy Trophy, March 27 and 28; Bawtry and Blubberhouses Trial, April 10 and 11; Silverstone, May 1; Light Car Rally, May 2; Silverstone, June 19; Sprint Meeting, July 24; Edwardian Rally, August 21; Prescott Meeting, August 22; Madreafield Rally, September 12; Welsh Rally, October 2 and 3; Eastern Rally, November 7; Northern Rally, November 20; Southern Rally, December 11.



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"The Autocar", 15 January, 1954

*As well as the Targa-Florio "Turismo" model, 3 British and 1 American car exceeded the 100 m.p.h. mean maximum -of the 33 cars tested, 21 were of British origin, 3 American, 6 French, 2 German and 1 Italian.

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Mr. A. J. B. Heath has resigned from the tyre sales managership of Henley's Tyre and Rubber Co., Ltd.

Mr. H. Vezey Strong, Mr. R. P. Creagh and Mr. R. R. Miller have resigned their directorships of Silentbloc, Ltd.

Cosmic Car Accessories, Ltd. have now moved to larger premises at Bescot Street, Walsall, Staffordshire. The telephone number is Walsall 5811.

Clifford and Co. (Sidcup), Ltd. have acquired the Sidcup Road Garage, 550, Sidcup Road, Mottingham, London, S.E.9, and the Well Hall Road Garage, Well Hall Road, Eltham, London, S.E.9.

With regret the death is recorded of Mr. H. G. Brew. He was one of the directors of Brew Brothers, Ltd., of 127-133, Old Brompton Road, South Kensington, London, S.W.7.

Major W. H. Lewis has been appointed a director of Sanderson and Holmes, Ltd., London Road, Derby. He joined the firm early last year and was appointed sales manager on the death of Major E. J. W.

Mr. Ben Richard Carter has been ap-pointed a director of B. and F. Carter and Co., Ltd., Albion Works, Bolton, Lanca-Co., Ltd., Albion Works, Bolton, Lanca-shire. Mr. Carter is 23 and he served part of his engineering apprenticeship with the English Electric Co., Ltd.

The business of John Bryant and Sons, Ltd., which recently reopened showrooms at 125-126, New Street, Birmingham, was originally founded in 1854 by Mr. John Harvey Bryant as a coachbuilder in Bromsgrove. The reopening of the show-rooms, therefore, is also a centenary celebration.

Three new depots have been opened by the Goodyear Tyre and Rubber Co., Ltd. They are at 55-57, Gellatly Street, Dundee (office manager, Mr. J. Leith); 69-73, Middle Street, Brighton (office manager, Mr. R. J. Rogers); and Mount Pleasant, Heathfield, Swansea (office manager, Mr. D. L. Marsen). D. L. Morgan).

Following the death of Mr. Arthur Key, Mr. Colin Hague has been appointed buyer by the Tempered Spring Co., Ltd., of Sheffield. He was previously the commercial manager. Mr. L. Barron, previously the stores manager, has been appointed material controller under Mr. Hague. Mr. E. Kershaw has been appointed commercial manager, and Mr. H. G. Waddoups is now progress manager under Mr. Kershaw.

That Rhodesia is a buyers' market and that it is a country with plenty of opporthat it is a country with plenty of oppor-tunity for enterprising young men are two conclusions reached by Mr. A. J. Ray-ment, chairman of Car Mart, Ltd., who recently returned from Africa. He was over there in connection with Car Mart's acquisition of controlling interests in Proctors Garage, Ltd., Northern Rho-desia, and Neill Motors, Ltd., Bulawayo, and their branches, to further the sales and service facilities for Austin vehicles. This overseas development was referred to This overseas development was referred to in The Autocar of January 8.

The Pyrene badge bar is 2ft 6in long. An incorrect dimension was given in The Autocar of February 12, 1954.

Dunlop tyres were used on the Ferrari of M. Trintignant in which he won the recent Euenos Aires Grand Prix.

The Standard diesel chassis, described in *The Autocar* of February 12, is fitted with Armstrong piston-type spring dampers, not telescopic units as stated.

Ford service weeks will be held as follows: March 8-13, Bonds of Tavistock, Ltd., Tavistock, Devon; March 22-27, S. C. Tremaine, Honiton, Devon; and March 29-April 3, Haynes Bros., Ltd., Maidstone, Kent.

Mr. M. L. Curtis, M.I.Mech.E., A.I.E.E., at present general manager of Sentinel (Shrewsbury), Ltd., is to join Singer Motors, Ltd. as director and general manager very shortly.

Wilmot Breeden, Ltd., Amington Road, Birmingham, 25, have produced a book on the removal and replacement of door locks on the 1953-54 Wolseley Four Forty-Four. It costs 2s 6d, and applies also to the new M.G. Magnette.

Exactor, Ltd., of London, have appointed Mr. A. E. Griffin as general sales manager in succession to Mr. H. I. Arnold, who becomes sales director. The company manufactures hydraulic equipment, air cleaners, lubrication systems, and so on. Mr. Griffin was previously with Specialloid, Ltd.

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks : -

No. 16829. 1937 TA M.G. "T.W.D."—General information, service manual and wiring diagram. handbook.

No. 16830. 1937 Opel Cadet "J.D.R."—All possible information

1936-37 14 h.p. Wolseley neral information, spares list and No. 16831. No. 16832. 1924 Bamford Aston Martin "H.F."—Any available information and

No. 16833. 1934 14-45 h.p. Talbot "F.G.B."—All possible information and

No. 16834. 1939 Triumph Dolomite "A.R."—Any available information and

No. 16835. Engine Conversion
"S.A.G."—Experiences and hints of fitting a Ford Ten engine in an Opel Cadet.

No. 16836. 1939 Triumph Dolomite
"A.E.L."—Maintenance hints and all available

No. 16837. 1936 Riley Nine Merlin Saloon "M.W.C."—All available information and

No. 16838, 1935 Morris Eight

andbook.

No. 16839. Handbooks Required

"R.G.M."—1937 12 h.p. S.S. Jaguar.

"W.P.M."—1937 12 h.p. S.S. Jaguar.

"W.P.M."—1937 13 h.p. Renault.

"E.V.H."—1937 Fias 500 workshop manual.

"B.F.B."—1937 Austin Heavy Twelve Ascot.

"I.W."—1937 14 h.p. Triumph Vitesse.

"A.G.V."—1937 Riley Nine Merlin.

"G.S.G."—Wolseley Series III 12 h.p.

"K.W."—1939 Wolseley 25 h.p. spare part and workshop manual.

list and workshop manual.

"T.J.B."—1939 15.87 h.p. Tatra.

"G.B."—1938 Triumph 14-60 h.p. Doomits



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- - VAUXHALL Velox Saloon (Square Engine). Unregistered. Blush Grey with Grey. Fitted Radio and Heater. 8,000 miles
- 1952 STANDARD Vanguard Saloon. Blue with Blue Leather. 17,000 miles..... £550

- 1953 HILLMAN Minx Mk. VI Saloon. Black with Red Leather. 9,000 miles 6625
- 1952 (Nov.) HILLMAN Minx Mk. V Saloon. Black with Red Leather. 22,000 miles 6550

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'53 FORD Prefect, black, red hide	£495
'52 MORRIS Oxford, beige, 16,000 mls	£595
'52 HILLMAN Minx, blk., heater	£541
'52 FORD Prefect, duo beige, 9,000 mls	£450
'52 SINGER 1500 saloon, blue, htr	€535
'51 AUSTIN Sheerline, grey, rad., htr	£725
'51 FORD Pilot, blk/fawn, rad., htr	£450
'51 HUMBER Hawk, sun rf., bronze	
'SI ROVER 75 "P4" saloon, blk/grey	£795
'51 AUSTIN A40 Devon, grey, htr	£485
'50 HUMBER Super Snipe, blk/brn	£495
'50 AUSTIN A70, sun roof, blue, htr	£495
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671 green, 1955, 16,760p.

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SALES & WANTS

Turn to page 74 for Advertisement rorm

INDEX

	PAGE
Agents Wanted	69
Axicshalts	69
Batteries, Chargers, etc.	69
Brakes, Cables, etc.	69
variances with Linkerth	72
Caravan Section	69
Carburettors Economisers	65 69
Carburettors, Economisers Car Carpets	69
Car Covers	69
Cars for Hire	68
Chromium Plating	69 70
Coachbuilders and Bodies	69
Commercial Vehicles	64
Car Covers Car Radio Cars for Hire Chromium Flating Clothins, etc. Coachbulleers and Bodies Conthucters and Bodies Contact Lenses Contact Lenses	69
Cylinder Blocks	70
Crankshafts Cylinder Blocks Cylinder Grinding, etc. Cylinder Heads	70
Dynamos	70
	70
Electrical Equipment Engines and Accessories	70
Exchange	69
Financial Partnership, etc	69
Garage Equipment	70
Gear and Steering Boxes Generating Plant	70
Heaters	70
Hoods, Screens, Cellulose, etc. Hotels, Guest Houses, Accommodation	70
Independent Suspensions	70
Insurance	70
Lamps, etc.	69
Loose Covers	71
Magnetos Miscellaneous	71 71
Motor Cycles for Sale	64
Motor Hearses	64
New Cars	65
Packing and Shipping Parts and Accessories	69 71
Patents Experimental Work	69
Pistons	71
Radiators, Muffs, etc., Repairers, Welding, etc.	71 71
Roof and Rear Luggage Racks	71
Safety Glass Second-hand Cars for Sale, Wanted and Spares and Service 3	71
Second-hand Cars for Sale, Wanted and	N 00
Shock Absorbers	9-64
Situations Vacant Situations Wanted Speedometers Springs	7272
Speedometers	73 72 72
	72
Superchargers	72
Trailers Tuition	65
Tyres and Tubes	72
Wheels, Discs, etc	72
Wheels, Discs, etc	72

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35. Kinnerton St. London, S.W.I. Sloane 5424, (CS045)

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A tion: £595; consider exchange small car; terms considered.-Langham 7551 or 4809.

Camdien McTORS for allards.—1952 P.1 saloon, one owner since new, speedomeier reading 15,000 miles, looks a lot less, fitted built-in air conditioning and press-button H.M.V. ratio; £675.

Camdien McTORS for Allards.—1951 P.1 saloon, and the saloon of th

365ms.—Allard. September 1948. sporta 4-sea 365ms.—Allard. September 1948. sporta 4-sea tonica of 5 Allards; terms. excellent condit choice of 5 Allards; terms. exchanges; bst; open week-days and Saturdays.—Rowland Smith, Hamps (Hampstead Tube). Hampstead 6041.

Allard Gors Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube) N.W.3. REALLY good Allard required.—Stradling, 30, Harley [W1086 BARTLETT will pay more for good Allards.—27a.
Pembridge Villas W.11. Bayswater 0533. [W1013

B. J. HUNTER, Ltd.

OR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Te., Gladstone 6303. (W2040

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3041

PERFORMANCE CARS urgently require Allard.— Great West Rd., Brentford, Middlesex. Ealing

. F WARD, Ltd. 1939 4.3 Alvis saloon, by Charlesworth, fitted heater, telecontrol, shock absorbers, very fine L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel., Thornton Heath 3347, London office: Mayfair 0146,

BROOKLANDS; Alvis London distributors.

1952 Alvis 3-litre saloon, small mileage.

1948 Alvis 14hp Tickford d.h. coupe. A BOVE cars guaranteed; from £950.

A BOVE cars guaranteed; from £950,

DEFERRED terms. Confidence, solidity, security.

103, New Bond St., London, W.1. Mayfair 8351-6. GUY SALMON AUTOMOBILES, offer:-

Alvis 5-litre saloon, black and burgundy, being leather 19,000 miles, one owner, immaculate condition; £1.175; 1952 Alvis 5-litre drop head coupe, radio and heater, 6,000 miles from new; £1,225.—Portamouth Rd., Thames Ditton, Emberthrook 5551-2-3.

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1951 3-litre saloon, maroon, 24,000 miles; £950.— [C2016]

PERFORMANCE CARS.—Good selection always available: written guarantee.—See under "Sports Cars."

A LVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles; £875.—Campbell Symonds. Arnold 2246.

1935 Alvis Silver Eagle 16.9 salcon, very good indeed: £145.—Ace ell Spades, Great West Road Hounslow 5476 (Osterley Station Tube). [C2050

1951 Alvis 3-litre drop head coupe, maroon, first registered November, 1951, equipped with

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 1951 model 3-litre Alvis Tickford coupe, maroot coupe, mar

1951 Alvis 3-litre saloon, one owner, radio and heater superb condition, guaranteed; £950.—

Below.

1949 Alvis T.A.14 sports saloon, one owner, one of G. W. WILKIN, Ltd. 1, Weston Park, Kingston-on-frames. Kingston 2241.

285—1935 Firefly 12:60 sports saloon, sood con-kingsway, Petts Wood. Kent. Orphigton 504.

Kingsway, Petts Wood, Kent. Orpungton 5081. 1726
625 ms.—Alvis I al late 1949 foursome drop hea coupe, pearl grey, red leather, one owner exceptional; terms, exchanges.—Rowland Smith, below 365 ms.—Alvis 12/70 1940 sports saloon, leather below 100 ms.—Alvis 12/70 1940 sports saloon, leather land 100 ms.—Alvis 12/70 1940 sports saloon, leather solon, arey sliding head, blue leather, telecontrols. P 100 head lamps, carefully used; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1934 Speed 20 saloon, new tyres, batteries, recently rebored.—15. Rock Rd., Peterborough, Tel-

Winwick 216.

1952 Alvis 3-litre saloon, black, red leather were condition.—Jas. H. Calt, Ltd., 52 Woodlan Rd., Glasgow, C.S. Tel. Douglas 7958.

1950 miles supplied and maintained by uvery good condition.—Jas. H. Calt, Ltd., 52 Woodlan Rd., Glasgow, C.S. Tel. Douglas 7958.

1950 miles only exceptional condition.—Jas. E. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Woodlands Rd., Glasgow, C.S., 50 Condition.—Jas. F. Calt. Ltd., 52 Condition.—Jas. Ltd., 52 Condit

£666!!!—1949 Alvis 14 special 4/5-seater sedance coupe. immaculate, just completed £85 over-haul, specimen condition; 3 months' guarantee; hire

purchase, exchanges of the process o

1937 Speed 25 coupe, in blue, two careful own offers.—To flunts (Birmingham), Ltd., 197-9, Hag Rd., Edgbaston, Birmingham, 16, Tel. Edgbast 2921-2-5.

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. (W4018/R

B. J. HUNTER, Ltd.

OR immediate purchase of your Alvis.

B. J. HUNTER, 22. Cricklewood Broadway, N.W.2.

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details please to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059]

GATEHOUSE MOTORS buy for cash Alvis coupes and saloons.—Gatehouse Motors, Ltd., gate Village, London, N.6. Tel. Mountview 4444.

SERVICE and spares for Alvis cars.

ALVIS. Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar. Gold. London, N. Alviscar. Gold. London, A. M. at Alvis, Ltd., Service Station, Holyhead Rd., A. Coventry, Tel. S501. Grams: Alvis. Coventry, 1991/R

CHARLES FOLLETT, Ltd., Alvis specialists. SHOWROOMS: 18. Berkeley St., W.1. Mayfair 6266.

SPARE PARTS. SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES Alvis agents & specialists G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [S4053/R Marchester.—Alvis repairers and spares, main

Manchester. 19. Rus. 2874-5. Burnage Lane.
A Standard Lane. Rus. 2874-5. Burnage Lane.
A Standard Lane. Rus. 2874-5. Burnage Lane.
A NO.ASHRE and Chemire sales service and spares space lists.—Parkers Machester and Bolton pares precisita.—Parkers Manchester and Bolton pares and Bradshawgate. Bolton. Cris. 4060). and 176. Deansgate.
Manchester (Tel. Deansgate 4507).

ATTENTION!!! ARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015

CAMDEN MOTORS offer:-

1952 Chrysler Windsor 28hp saloon, right-hand 1949 Buick Super Eight saloon, all extras, very low milease.

1948 Buick Super Eight saloon, right-hand drive model, heater, radio, flashing tradic indicators.

1948 Buick Super Eight saloon, right-hand drive, model and the saloon, right-hand drive, loss, leaves a proper sealon, right-hand drive, loss, loss

1740 immaculate throughout, covers, etc., one owner.
1947 Fackard Clupper saloon, right-hand drive, right-hand in leather throughout, definitely as new, all extras.
1950 head coupc, right-hand drive, electrically operated hood, overdrive and many other extras.
1948 Studebaker Commander salon, right-hand drive model fitted overdrive, heater, radio, fiashing trafficators, leather upholstery, very smart duo-

ALSO 55 pre-war American cars, saloons, drop heads, club coupes; for full details write, call or fel.—AMDEN MOTORS, Leighton Buzzard, Beds Tel. 2041. Open till 8 p.m. Mondays to Saturdays, write for catalogue.

TAYLOR & CRAWLEY, offer:-

1949 (November) Cadillac model 🖼 sedan, radio. heater, nylon covers, 18,000 miles, brand new

NASH CONCESSIONAIRES, Ltd., for new and ASH CONGESSIONAIRES, Lee, 1986
Cars
As sole concessionaires for the United Ringdom we have a sole to offer for sale on the home market a very limited number of new Real models. Our control of the contr

Motors, Ltd., 11, Pitzroy Square, W.I. Euston 7811.

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, Adj. Leicester Sq. Tube 4th., W.C.2. Temple Bar 3588. [C1027]

THOMPSON MOTORS, Ltd., offer selection late models American cars, also station wagon (Pontiac) and heater, all wood, specimen cortison of the selection of the ATTENTION: American Cars Wanted SIMPSONS, The

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 9691/3903. 345. High Rd.. Wembley.

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

TAYLOR & CRAWLEY will buy low American cars at very good price Corner.—33, Grosvenor Crescent Mews, 5213

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Lelcester Sq. Tube Stn. W.C.2 Temple Bar 5588. [Wi027

ARMSTRONG SIDDELEY

P&J

DASS & JOYCE, Ltd. (England's largest distributors)

1 Offer:
1952 Armstrong Biddeley Whitley 6-light aaloon.
1952 preselector gears, radio, grey; £825; one
week's free trial, guaranteed; deferred terms available,
184-188, Gt. Portland St., W.I. Museum 1001, 103039 CAR MART. Ltd.

952 Armstrong Siddeley Lancaster saloon, heater; £795.—Car Mart, Ltd., Welsh Harp, dgware Rd., N.W.9. Hendon 6500. [C1039] 1950 Armstrong Lancaster: £545.—Clayton's Cars. W.I. Tel. Mayfair 4576. (C1050

B. J. HUNTER, Ltd., offer:-

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £675. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

HAROLD SIMONS, Ltd., offer;-

1948 Armstrong Siddeley Hurricane drop head foursome, black, brown leather, heater, spot light, fitted special hood with rear quarter lights:

\$355. Selow.

1950 Amastrong Siddeley Lancaster 4-door asloot
1950 Alack, brown leather, sun roof, heater, spelight, \$595; 5 months' written guarantee; service after
1950, High Rd., East Flinchley N.2 (at North Circule
1950, High Rd., East Flinchley N.2 (at North Circule
1950, 1950

1939 Armstrong Siddeley saloon, very nice dition; £245.—Jacquier, Ltd., 225-7, Ham smith Rd., W.6. Riverside 6677-8.

1951 Armstrong limousine, 6,000 miles; £995,— Place, London, W.J. Tel. Mayfair 4576. [C1050] 495 gns o.n.o.—1950 Hurricane d/head, heater, grey 27,000 taxed year, private sale.—R. J. Hall, 11. Eastcheap, E.C.3. Min @161 (office hours). (7548

£95.—1936 Armstrong 12 2-door sports salo ceptionally clean, £50 down.—Bray 180-184, West End Lane, N.W.6. Hampstead

WORKS mileage, 1954 Armstrong Siddeley Whitley: £1,175.—Claytons Cars (Lordon), Ltd. 17, Bruton Place, London, W.1. Tel. Mayfair 4576.

CAMDEN MOTORS for limousines.—The largest selection in the country, over 80 in stock, including Armstrong Siddeleys.—See hire car advert... page 35 in this issue.

1952 (July) Armstrong Whitley saloon, greecellent condition; & 725.—Walton-on-Thames Co., Ltd., Walton-on-Thames 200.

495 ans.—Armstrong Siddeley, late 1948, Lancator State of State of

RMSTRONG SIDDELEY 17hp 1937 drop heavery good condition, engine overhauled, ne a bargain at £150.—Mitchell, Hollygrove House, Ring Bus. 1011.

CAMDEN MOTORS for Armstrong Siddeleys.—1936
CHUER Bus. 101.

CAMDEN MOTORS for Armstrong Siddeleys.—1926
Whitley saloun, 4-light body finished in grey with areen leather upholstery, an immaculate specimen indistinguishable from new; 2795.

CAMDEN MOTORS for Armstrong Siddeleys.—1926
CHURTelane foursome drop head coupe, specimen condition throughout, fitted latest type poly-vynal hood, has the appearance and performance of a new CAMDEN MOTORS for Armstrong Siddeleys.—1936
CAMDEN MOTORS for Armstrong Siddeleys.—1937
CAMDEN MOTORS for Armstrong Siddeleys.—1949
Hurricane drop head coupe, fitted new hood and Typian air-conditioning. 2456.
CAMDEN MOTORS for Armstrong Siddeleys.—1949
Hurricane drop head foursome coupe, in excellent all-round condition, fitted works reconditioned engine last year; 2395.
CAMDEN MOTORS for Armstrong Siddeleys.—1938
CAMDEN MOTORS for Armstrong Siddeleys.—1949
CAMDEN

Mondays to Saturdays.

IMOUSINES. 18hp/1951. privately chauffeured, partition forward occasionals, leather throughout, genuine mileage 15,000, low cost, black, similar model, cloth upholstery. 21,000 miles. £935. Certified mechanically, immaculate. Alpe & Saunders Ltd., Providence Court. North Audley Street. Mayfair-2841.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R KIRKWOOD CARS buy pre-war Armstrong.-78.
Streatham Hill. S.W.2 Tulse Hill 1289 [W2037]

CHARLES FOLLETT, Ltd., 18, Berkeley St., (Mayfair 6266), official Armstrong Siddeley SERVICE Works and Stores: Barnsdale Yard, off Eigin Ave., W.9 Cunningham 5936. [W2010

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. 7-SEATER privately owned 1938/39 Limousines required also 18hp 1951/52—cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941.

Armstrong Siddeley Spares and Service
ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete over-hauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed ser-vices by specialists; trade and retail. PRESELECTOR sear boxes; exchanges, reconditioning 48 hrs.—Arout Eng. Ltd., 159, Fulham Rd., Cheisea, S. W.S., Ken. 7501.

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18, Edg. 0916. [0548] HENLYS, Ltd. Cheetham Hill Rd., Manchester, have large stocks of spares; reconditioning of cand preselector gear boxes undertaken.—Tel. Deansg 6216-7.

DASS & JOYCE, Ltd. England's largest distributors for Armstrong Siddeley, extend to their valued clientele the acilities is the Official London Armstrong Siddeley Service Statuon for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.3 (Colindale 5431)

H. W. MOTORS, Ltd., offer:-

1953 (June) Aston Martin DB.2 saloon, fitted van-tage engine, guaranteed 6,000 miles: £2,250 1952 Aston Martin DB.2 saloon, fitted vantage en-milesge: £1,550. "Utstanding condition find Thames 240-45-6. "W. Moloop, Md. Walton-on-Thames 240-45-6."

BROOKLANDS: Aston Martin sole distributor 1954 D.B.2/4 models available; show and demon stration.
1953 Aston Martin D.B.2 saloon, 6,000 miles.

1952 Aston Martin D.B.2 saloon, immaculate.

HE above are guaranteed. BUY or sell your car with confidence.

103. New Bond St., London, W.1. Mayfair 8351-6.

103' New Bott St. Delta St. T. C. 1028
11 Chipytead Motors, Ltd.—See our advertisement under "Spirts Cars." (C1046

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.
Welwyn 481-2-3, offer:—
7000 miles 1952/3 Aston Martin DB.II saloon.
fitted suitcases, immaculate condition; £1.995. (C1001

A STON MARTIN 34 Le Mans, 2/4-str., modified engine, good tyres; £275.—Western 1309. [7485

ASTON MARTIN DB 2/4 saloon, one only immediate delivery, blue with blue leather interior.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7, Tel 34305.

43405. Aston Martin D.B.II saloon, genuine 6.000 miles only, Al-fin drums, dual exhaust system, radio and other extras, perfect condition; £2,250.—Write Box 3753.

A STON MARTIN D.B. 2 sports saloon, 1952, finished grey, in outstanding condition throughout, exworks, cert. Vantage engine, mileage 16,000, history known; £1,975.—Gordon White & Co., Ltd., Gerrards. Cross 2077.

Asten Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Aston Martin.—Hampstead (Tubel-N.W.S. Ham. 6041 WA018/R
BARTLETT will pay more for good Aston Martins.—B27a, Pembridge Villas, W.11. Bayawater 032. ASTON MARTIN cars wanted for cash: full details.—
AFriary Motors, Ltd., Old Windsor, Windsor 2002-3, 10197/R

FRIARY MOTORS, Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialized servicing facilities. 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3.

H. A. SAUNDERS, Ltd., Golders Green, offer: 1938 Austin 2-door Big 7 saloon; £125.

AUSTIN HOUSE, 140-144, Golders, Green Rd.

AUSTIN HOUSE, 140-144, Golders, Golders, Green Rd.

AUSTIN HOUSE, 140-144, Golders, Golders, Green Rd.

AUSTIN HOUSE, 140-144, Golders, £145 -1959 Austin Big 7 4-door saloon, go coder throughout, any trial.—Capital Mod. Co., Ltd., Tudor Garage, Tottenham Lane, Hornse N.8 Mountview 3451,

195 ms. Austin 7., 1987 model, Nippy sports 2. seater, low pressure tyres, excellent condition terms, exchanges; list; open 9.7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube)

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest ca
prices for Austin 7.—Hampstead (Tube), N.W.
Ham. 6011. (W4018/

MEBES & MEBES, Ltd. (est. 1895), offer:

1953 (Feb.) Austin A30 4-door saloon, grey with upholstery to match, heater, 6,000 miles, one owner, supplied and serviced by us since new, £465.—
The Broadway, Mill Hill, N.W.7, Tel. Mil. 203012

D J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1953 Austin A30 4-door saloon, filted heater, colour shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield Howard 1831, 1040, 1

Austin A30 Cars Wented

THE CAR MART, Ltd., London distributors, wish to purchase Austin A50 cars.—Austin House, 297, Euston Rd., N.W.J. Euston 1212.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.5. Ham, 6041.

AUSTIN EIGHT

\$295 !!!--1946 Austin 8 saloon de luse, excellently
maintained throughout. Below,

\$245 !!!--1946 (reg.) Austin 8 sports 4-seater, careguarantee; hire purchase, exchanges.

AMBS OF WOOD GREEN, Flinchley Showrooms,

AMBS OF WOOD GREEN, Flinchley, Showrooms,

21947 Austin 8 saloon, one owner, £325; 5 months'

(East Flinchley Undersround.)

1947 Austin 8 saloon, one owner, £325; 5 months'

ACK Williams, from and exchanges.

Priory Rd.

1047 Austin 8 saloon, one owner, £325; 1 months'

1948 Austin 8, reconditioned engine, excellent.

Hornsey, Mountview 5228 and 5774.

1947 Austin 8, reconditioned engine, excellent, selection of the selectio

1947 Austin Shp 3-door saloon, immediate Con-feed of the Lynch Carlot C

PRIVATELY owned Austin E.5. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W0077 OWLAND SMITH S. the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube) N.W.S. Ham. 6041.

AUSTIN TEN H. A. SAUNDERS, Ltd., Golders Green, offer:-

1930 Austin 10 Cambridge sun saioon. unrepeatable barpain; £150.

A USTIN HOUSE, 140-144, Goiders Green Rd.

N.W.II. Speedwell 0011 (10 lines). (C4004)

1938 Austin 10, excellent order throughout, £192, Month's guarantee, terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. Hornsey. Mountriew S226 and 5774. (C4054)

21 89 —1937 Austin 10, immaculate condition; barden,—1946 Austin 10, immaculate one owner, land the said of the said of

1947 Austin 10 saloon, excellent, guaranteed; £300; payments.—Vaughan, 17, Astwood Mews [C4038] 1947 Austin 10 saloon, black, very soun 8 Munter, 376, Kensington W.14. Western 2312.

1934 Austin 10, engine overhauled, good tyres Rd. Cricklewood, N.W.2.

Cricklewood, N.W.2.

BRUTONS, Ltd.—1946 Austin 10 saloon, bla interior, good condition, taxed; £325.—13-1 Mews, Emperor's Gate, S.W.7. Fremantle 0542

1947 Austin 10 saloon, sun roof, black/brown 10 2-easter; £155; exchanges, terms.—Palmars, 53, york St. Trickeenham. Popesgrove 1899/7687. (23034 175 ens.—Austin 10, 1937. Cambridge saloon, sliding standard, leather, very good condition; terms.—Austin 10, 1937. Cambridge saloon, sliding saloon, small, control of the saloon saloon, sliding saloon, small, control of the saloon saloon, sliding saloon, small, control of the saloon saloon, sliding saloon, small, saloon saloon, sliding saloon, small, saloon saloon, sliding saloon, small, saloon saloon, saloon saloon, saloon s

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. [W4018/R

AUSTIN A40

ALWAYS AUSTIN A40s. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25. East Hill, Clapham foSo22 NEWNHAMS, Ltd.

1952 Austin A40 saloon, black, one owner; £495. NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646.

B. J. HUNTER, Ltd., offers:

1952 Austin A40 sports coupe, all extras, radio, beater, covers, etc.; 2595
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. H. A. SAUNDERS Ltd., offer:-

1948 A40 Dorset 2-dr. saloon, green-brown uphoistery, radio, heater; £415.
1949 Austin A40 Devon saloon, blue-blue uphoisery, radio, heater; £445.
836-842, High Rd., N.12, Hillside 5272 (8 llnes). DHILIP RICKARDS, Ltd. offer:-

1953 Austin A40, black, 5,000 miles, perfect; part Lane, London, W.1. Grosvenor 4772-5. (C3051 C.M.I. CAR SALES (Pri. 6625) offer:—

1953 Austin Somerset saloon, beige, heater, taxed
1953 year: £625,
1951 heater; £475,
THREE months' guarantee; terms; list on application,
Swiss Cottage, Finchley Rd., N.W.3. [C1051] MOTOURISTS (LONDON), Ltd., offer:-

1952 series Austin A40 works-built Countryman, only, spare unused, finished dark green, fitted heater, spot lamp, taxed December: £595; trade enquiries welcomed.—Motourists (London), Lid., Great North Rd., East Pinchley Station, N.2. Tudor 2501-2, [C5018]
H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Austin A40 Devon. 10,000 miles, faultless, beige red, immaculate, highly recommended

A USTIN HOUSE, 140-144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

1952 (June), green, 19,000 miles, as new; £395.—
1952 (June), green, 19,000 miles, as new; £395.—
1954 Austin A40 saloon; h.p. and exchanges.—479.
1952 (August) A40 Somerset, henter, one owner; £365.—Dobsons, Ltd. (Austin Agents), Sitalnes.

1950 Austin A40, one owner, fitted heater, immacu-late throughout; £485; 5 months' guarantee;

Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. 1951 (August) saloon, dark green, with heate one careful owner; bargain; £495.—Campbe Symonds. Wembley 6262.

1953 Austin A40 (February), 11,000 miles, colou beige, in excellent order and condition; £550,—Haskins, Ladbroke 1155.

-Haskins, Ladbroke 1155.

1951 Austin A40 Countryman, one owner, 16,000

-Chain of Ealing Perivale 4404/5.

£565—1952 Somerset, heater, many accessories, ex
Cricklewood Broadway, R.W.2.

[C3027]

[C3

1952 Austin A40 sports, 12.000 miles, as new:
£615.—Smith & Hunter, 376, Kensington
[C4019]

1951 (September) A40 Devon saloon, G.S.3 model, 18,000 miles, radio, one owner; £535.—Robbins, East Putney. Tel. 4581.

1951 (Sept.) A40 saloon, heater, 18,000, exceptional condition: £495.—Allery & Bernard, Ltd., 372, Kings Rd., S.W.3. Fla. 7345. 372. Kings Rd., S. W.S.
MAKIN & HARRISON, Ltd., offer.—1949 Austin-A40 grey saloon, nice condition; £395; terms. exchanges.—492-6, High Rd., W.4. Chiswick 0558.
[C3071]

1951 Austin A40 saloon, September r brown leather, heater; £49 Wooderson, 48a, Drewstead Rd., S.W.16,

1950 (December) Austin A40 de lus £475.—Pangbournes Garage, Arragon Rd.

1950 Austin A40 Devon 4-door sale £450: exchanges, terms, Palmers, 53, Twickenham. Popesgrove 1890/7087. DAVY Ltd.—1951 A40 Devon, one m.les; £499; also 1949 Countrymar 150.—180-4 Kensington High St. (Ken. 1108).

1951 (late) Austin A40 de luxe salo and part exchanges welcomed Herb Church Rd. Ashford Middx. Tel. 2960

Church Rd. Ashford Middx. Tel. 2960. [C20]
575 gns.—Austin A40, October 1952. Somerses talogo as the following and the common of the common of

A RCHIE SIMONS & Co., Ltd., -1951 (Sept.) Austin A40 sal. on, fitted heater, green/brown hide, nominal mileage, one owner only; £515.—94, Gt. Portland St. W.I. Lan. 1343.

1949 Austin A40 Devon maloon, green, fitted beater, windshields, etc., really good condition; £425.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7006. [C2019]

CAMDEN MOTORS for Austins.—1951 A40 saloon in greunting the form of the country o

PRIDE & CLARKE, Ltd.—1951 Austin grey/brown, grey/blue, heater, one of two from £489; 1949 grey/blue, heater, months' guarantee; terms, exchanges; list Rd., S.W.9. Bri. 6251.

months guarantee.

Rd, S.W., Bri. 6251.

TANKARD & SMITH, Ltd., offer 1951 Austin A60 saloon, black/beige leather, heater, one owner, nominal mileage, excellent condition throughout; £495: three months written guarantee—194-198, Kings Rd., Chelses, London, S.W.S. Tel. Flaxman 4801-2-3.

Austin A48 Cars Wanted

C M
THE CAR MART. Ltd., London distributors, wish to purchase Austin Add cars.—Stanhope House, 320.
Euston Road, N.W.1 Euston 1212.

Ruyers.—Highest cash

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.5. [W401874]
Ham 6041

30. Harley REALLY good A40 required.—Stradling, 30, Harley House, London, N.W.1.

RICHARDS & CARR buy A40 sports.-35, Kinner-ton St., London S.W.I. Sloane 5424. [W3045]

1947 Austin 13 sa.com, black, brown upholstery, hea'er, mileage 43,000; &365.

VERSEAS CARS, Ltd., 227, Brompton Rd., Knights-bridge, S. W 3 Kensington 7475.

(23031

1939 Austin 12 de luxe, stored since 1946, private.— Write BCM/NZA, London, W.C.1. [7545]

1939 Austin 12 saloon, black, brown leather, new engine, one owner, carefully maintained; GEE CARS, Ltd., 60-62, Queenstown Rd., 8, W.S. Mac.

1940 Austin 12 saloon, excellent, guaranteed; &265; S.W.7. Pro. 1319.

S.W.7. Pro. 1519. [C4056]
1939 Austin 12/4 saloon, full 5-seater, one owner
from new. finished original cream cellulose,
as per special order when new, brown hide interior, in
excellent order throughout: serviced by us. £225.—
Gordon White & Co., Ltd., Gerrards Cross 2077,
17516

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampetead (Tube) N. W. 3. Ham 6041.

H. A. SAUNDERS, Ltd., offer:-

1948 Austin 16 saloon, black-brown upholstery, radio, heater: £445. Hillside 5272 (8 lines). [C2027]

H. M. BENTLEY & PARTNERS, Ltd., offer:

1948 16hp Austin saloon, one owner, 28,000 miles; 9. Albemarie St., London, W.1. Tel. Grosvenor 5551. (C1018

[CIO18]
1948 (October) Austin 16, heater, immaculate;
£395.—Jack Fozner (Autos), 395. Hendon
Way, N.W.4 Hendon 1423-4. [C3063

Cook way, N.W. 4 Hendon 1425-4.

Cook 1 Hendo

1948 Austin Is saloon, green, brown hide stery, fitted heater and sun roof, in lilate condition throughout: £395.—R. S. Currie Ltd., 105, Westbourna Grove, W.Z. Bayswater

275 sns.—Austin 16, 1946, saloon, exchanges; list; open 9-7 week-days an Rowland Smith. Hampstead (Hampstead 6041.

stead 6041.

HIRECAR, late 1950, partitioned black
HIRECAR, late 1950, partitioned black
HIRECAR, late 1950, partitioned black
maintained, certified mechanically, 269
Saunders Ltd., Providence Court, North At
Mayfair-2941.

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders Lid. Providence Court. North Audley Street. Mayfair-2941.

AUSTIN A70 & A90

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at.

NATIOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252.

CAR MART, Ltd.

LONDON distributors.

1953 Austin A70 Hereford saloon, heater; £725.

NEWNHAMS, Ltd.

1952 Austin A70 saloon, one owner, excellent con-NewhHAM House, 235-7-9, Hammersmith Rd., Lon-don, W.6, Riverside 4646.

A 90 2-6-litre hardtop sports asloon, September grey leather, loose covers. This special y finished maroon and silver, grey leather, loose covers. This special car has Laystall balanced crankshaft and flywheel, polished cylinder head, is to 1 compression, long range headlamps, latest type wheels with oversize Indian tyres, Allie with oversize Indian tyres, Allie with electric pumps, 5.6 rear axie, ace Rimbellishers, radio, heater, screenwash, chrome-plated tools and engine parts; twin driving lamps, turn reversing lamps. In new condition and capable of very high speeds; 2625. herrs Mews, Lownder Flace, Belgrave Sq., S.W.1.

3. Sioane 4086.

WARWICK WRIGHT, Ltd., offer:-

1951 (October) Austin A70 Countryman, beige, Warwick WRIGHT, Ltd., 150, New Bond St., W.I. Mayfali 9761. [C4045]

GVF BALMON AUTOMOBILES, valve.

1953 (June) Austin A70 Countryman, 9,000 miles, radio and heater, immaculate condition, cost new over £1,100; offered at £985, Austin A70 Hampahire saloon, radio and heater; £465,—Fortsmouth Rd., Thames Ditton, Embertacok 5501-2-5.

HENDON CENTRAL GARAGE LAG., offer:--

1951 A70 Hereford saloon, fitted reater, radio, perfect condition; £565.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

don Central, N.W.4. Tel. Hendon 8084-5. [C20034]

FUNERAL Trade. Hearse Austin A70, brand new, early delivery illustrated prochures, write.

A LPF & SAUNDERS (COACRESULDERS), Ltd. A LPF & SAUNDERS (COACRESULDERS), Ltd. Rew Gardens, Richmond Itél.

1952 Austin A90 Atlantic salcon, one owner, miles age 19,000, write-ies and heater, etc.; £550, 1950 (austin A90 convertible colour blue, in example of the colour blue, in example of the

1952 (Oct.) Austin A70 saloon, heater, 21 miles; £595.—Middlesex Motors. Har

1951 Austin A90 power-operated convertition in radio, heater, Ace Rimbellishers

1952 Austin A90 saloon, black, 15,000 another, blue, one owner; £695.
R IPCO, Ltd. (Austins Purchased), 16, Albema Mayfair, London, W.1. Hyde Park 2952/1

AUSTIN A70, 1950, black, one owner, with heater; £450.—S. Bowen & Son, Hillside Gerage, Edgware. Tel. Edgware 4648.

EXCEPTIONAL A70 sun sal., 1953 ser monthly, immaculate, as new, many owner; will accept nearest £675; terms are Dunstable 645.

Dunstable 845.

CAMDEN MOTORS for Austins.—1950 A90 drop head coupe, all-efectric model, very smart car in ivery and in excellent condition throughout, bood in first-class condition and good tyres; 2515.

CAMDEN MOTORS for Austins.—1951 A90 drop head coupe, all-efectric model, many extras include bullin air-conditioning: radio, Ace Rimbellishers, twin passilicities, wing mirrors, etc., mechanically 100%; 2526.

Beds. Tel. 2041 Open till 8 p.m. Mondays to Saturdays, Write for catalogue.

1952 hide interior, radio and heater, low mileage, exceptional: 2650; consider part exchange.—14, Offington Gdns., Worthing, Swandean 849.

10540 1070 (Feb.) 1953, 6,500 miles, carefully kept.

A USTIM A70 (Peb.) 1953, 6,500 miles, caret one driver, reason for sale owner decea taxed and insured for 1954.—Mrs. Penn, Mar Gaydon. Tel. Kineton 339.

AUSTIN A70 & A90

1950 Austin A90 convertible, radio and mileage, beautiful condition; £535 Crawley, Hyde Park Corner, Grosvenor Cres S.W.1. 880, 5213.

1950 A70 saloon, black/brown leather, fitted radio, heater, immaculate guaranteed; £475; exchanges, terms.—PRuseil Gardena Mewa, Kenaington, W.14.

1952 (registered December, 1951) Austin heater, radio, one owner, low mileage, exc. ESSS.—Pantiles Service Garage, London Rd. ford 3386.

MUSTIN A90 Atlantic mloon (May, 1951), bias A USTIN A90 Atlantic mloon (May, 1951), bias light fawn leather upholstery, one careful fitted heater and taxed till Dec., '54; 8555; d terms and part exchanges.—Abington Motors, Wellingborough Rd., Northampton. Tel. 31086.

Wellingsborough Rd., Northampton. Tel. 31086, 17355

45.25 — (Nov.) 1950 A90 convertible electric hood and wind.ws. heater and radio, very good condition throughout, meroon with beige upholisery.—The Wokingham Motor Co. (1935), Ltd., Finchampstead, Wokingham. Tel. 380. (7486 Ad., Wokingham. Tel. 380. (7486 1951) hustin A90 saloom, fitted radio and heater. being the with beige leather. heautifully maintained by one private owner: £610.—R. & Currie & Const. 105, Westbourne Grove, W.2. Bergerich (1958) and private with the constant of the

A 100 Atlantic hardtop saloon. November, finished Romney blue with grey leath holstery, brand new condition throughout, low neater, Rimbellishers, spot lights, etc.; £575; ter exchanges. —Tel. Birmingham South 3018.

\$5.25 !!!—Austin A70 de luxe salson, 1951, one condition throughout, original finish in blue with blue hide upholstery, built-in air-conditioning, windscreen washers, etc., first-class car in every respect, can be highly recommended.

Leighton Buzzard, Beds. Tel. 2001. Open till 8 p.m. Mondays to Saturdays. Write for catalogue.

Austin A78 and A98 Cars Wanted

THE CAR MART Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16. Utbridge Rd., Ealing, W.5. Ealing 6600.

RICHARDS & CARR buy Austin A90.—35, Kinnerton St., London, S.W.I. Sloane 5424. [W5045]

Will value paid for A70 or similar; trade or control of the c ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin \$70 and \$90.—Hampatead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN EIGHTEEN

DICKS. 1937 Austin 18 7-passenger, recently recellulosed; DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.
1938 Austin 18 Morfolk saloon, guaranteed; £2265; st., W.14. Wes. 6631.

1938 saloon, excellent order; £325.—
Ltd., Winchester, Tel. 4834.

CAMDEN MOTORS for limousines—the lar tion in the country, over 80 in stock Austin 18s; see hire car advert, page 35 in the

A TISTIN 18 Windsor de luxe, one owner on Aregistration in 1939, 7-seater with two facing occasional seats, colour black with leather upholsters, this car has been chauffeu tained and driven since new, and the total mi under 24,000, it is doubtful if there is a similar in the country in such superb condition; £485.- & Ward, Ltd., Warwick Place, Cheltenham Cheltenham 3914 and 3916.

I IMOUSINES, 1938, partition, forward occi leather, black, bargain, Value, also 1937 Lift 7-forward, leather, exceptional order, 2195, Saunders Ltd., Providence Court, North Audley Mayfair-2941.

Mayfair-2941.

Austin Eighteen Gars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Austin 18.—Hampstead (Tube). W.W.S.

Ham. 6041.

7-PASSENGER privately owned 1938/39 Limousines.
also Sa.cons, urgently required, cash watting, Appeasanders Lid., Frovidence Court, North Auday
Street. Mayfair-2941.

AUSTIN TWENTY

IMOUSINE, 1987, Mayfair, partition, 7-forward, leather, magnificent throughout, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941,

GUY ALFREDS & Co., Ltd.—1940 Austin Remelagh Humousine, forward occasionais, one owner only: £385.—6-7, Warren St., W.I. Euston 3268. [CIOOS] CASS'S MOTOR MART.—1999 Austin Ranelagh limousine, blue, engine just reconditioned, one owner, not used on hire.—5, Warren St., W.I. Euston 4110.

AUSTIN A125 & A135

ACRES eder:

1950 Austin Princess saloon, black with brown kept and maintained by one tilled owner: £775 secures.

1949 well-kept ear. £775

ACRES AUTOS, Lid., 135-138, Streatham Hill, London, S.W.2. Tulse Hill 1909

AUSTIN A125 & A135

1949 Austin Sheerline 4-door de luxe sunshin saloon, steel grey, grey leather, radio heater, fog lamps, low mileage, excellent condition

ter, tog many.

LSO 1950 Sheerline, black, beige upholstery, one - cowner, 21,000 miles, indistinguishable from new: - company.

HAROLD SIMONS, Ltd., offer:-

1950 Sheerline, one owner 21,000 miles, grey hide, ruarantee; service after sale; exchanges, deferred—Barold Simons, Ltd., 397-401, Right Rd., East Finchley, N.2 (at North Oricular Cross Rd., 5 minutes Trolley East Finchley Tubes. Finchley 052-3. [C3065]

1950 Sheerline saloon, heater and radio; £625. marle St., London, W.1. Tel. Grosvenor 5551. II. A. SAUNDERS, Ltd., Golders Green, offer

1950 Sheerline saloons, radios, heater, choose from Austin House stocks, low mileage; £595.

AUSTIN HOUSE, 140-144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [04004]

FUNERAL Trade Sheerline Hearse, brand new, immediate delivery; illustrated brochures, write ALPE & SAUNDERS (COACHBUILDERS), LTD Head Office Hearse Enquiries, Station Approach Kew Gardens, Richmond 1161.

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1.
Mayfair 6266, offer:—
1951 Frincess and con, black one owner, radio and heater, 21,000 miles, new tyres, really outstanding condition, guaranteed 3 months; £1,005 ERVICE Works and Stores: Barnsdale Yard, off Eigh Ave., W.5. Unimipham 3956. 1952 Austin Sheerline limousine, exceedingly good condition; £1,295.
Austin Sheerline saloon, black; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., [C2025] As new Austin Sheerline saloon, 425 miles only black/beige; £1,385.—Sands, Burnham, Bucks 1084, 7435

1949 (June) Austin Sheerline, excellent c £495.—Jacquier, Ltd., 225-7, Hams C2043

Rd., W.6. Riverside corres.

1945 Austin Sheerline saloon, black/beige leather.

1945 loose covers: £600.—J. Fricker, Ltd., Park

1950 Austin Princess, immaculate condition throughout: £825,—Sidney Marcus, Ltd., 538, Sloane 8t., S.W.1, Tel. Soane 3557.

1951 Sheerline saloon, superb condit mileage; £695.—Park Garage (Moles Hampton Court Way, Molesey, Tel. Molesey 1950 Austin Sheerline, black, beige mileage, as new; bargain £58; Motors, Ltd., 11. Fitzroy Square, W.I.

CAMDEN MOTORS for limousines—the larg tion in the country, over 80 in stock, 1951 Sheerline limousine; see hire car advert.

16000 miles.—1950 Sheerline, one owner, black, beige hide, radio and heater, chauffeur driven, unmarked and as new £695.—Broadway Motors, 67, High St., Hounslow. Hou. 0175.

A USTIN 155 Princess, 1950 (May), black, beige leather, radio, heater, carefully maintained, excelent condition, attractive price.—Inglis Automobiles. Ltd., 64, Pitt St., Edinburgh, 5, Tel, 26287, [6972]

1949 50 Austin Sheerline saloon, steel grey bester, in exceptional condition thro 1565—H. C. Paul, Ltd., NZ, Bruton Place, W.1 air Occi. 2.

1950 Sheerline saloon, radio, heater, es throughout, black with beige upho 625.—The Worlingham Motor Co. (1935), inchampstead Road, Wokingham. Tel. 380.

1952 Austin Sheerline limousine, black, radio and seats, one careful owner, condition as new, genuine mileage 2,500; £1,200.—A. T. Rowers, Cambridge Works, Lordship Lane, N.17. To. 3611. [7379]

Works, Lordship Lane, N.17. Tot. 3611. [7379]
79 Syns,—Austin Sheerline 1952 series, 6e luxe beater, radio, automatic lacks, one owner, small mileage, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6641. [Colla IMOUSINE, selection private 1951/1952 partitioned Simenser, first class condition, competitive prices. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayratt-2841.

Austin A125 and A135 Cars Wanted

THE CAR MART Ltd., London distributors, wish to THE CAR MART Ltd., London distributors, wish to The Cars.—Gloucester House 150 Park Lags. W. Grosvenor 3436 (0552 R. House 150 Park Lags. W. Grosvenor 3436 (0552 R. House 150 Park Lags. W. Grosvenor 3436 (0552 R. House 150 Park Lags.) 7 SEATER Sheer ine Limousine required—cash wait-ing. Alpe & Saunders Ltd., 2, Providence Court, North Audley Street Maylair-2941. (W1000

AUSTIN MISCELLANEOUS
1952 Austin A70 saloon, beige with brown 1950 Austin Sheerline, black with fawn leather; 2725.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4434.)

Austin Missellaneous Cars Wanted

MARSTON MOTOR Co. for your Austin.—Tel. Sta M2000 Seven Sisters Rd., Tottenham, N.15, 10598/R WEYBRIDGE AUTOMOBILE, Ltd., the Austin of tributor, urgently require late type Austin.—]
Weybridge 233,

Austin Spares and Service

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday unil 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St. S. W.19. Wim. 0123. 10414-8 JORMAND, Ltd.

HAVE your car serviced by the experts.

ATISFACTION guaranteed,

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. THE CAR MART, Ltd.,

ONDON distributors; spare parts for all model cars and trucks.

THE CAR MART. Ltd., Weish Harp, Edgware Rd., R.W.9 (Hendon 5500); and at 16 Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 582, Streatham High Rd., S.W.16 (Sireatham 0054). N.W.9 (Hendon 6500 Ealing, W.9 (Ealing 6600 Rd., S.W.16 (Streatham (

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhali Bridge Rd., London, S.W.I. Victoria 2211. [0271/R

USTIN genuine spares and specialist service in the West End.
MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1952. FOR Austin spares and replacement units.—Sands, 10305/R Burnham. Bucks, 84.

Burnham. Bucks, 84.

AUSTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.I. Hop 2832/2820, 0729/R

O'729.R

USTIN 7 spares.—Largest stockists, lowest prices;
exchange units, crankshafts, blocks. dynamos,
etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12.
Battersea 5200,7769.

Batterses 3280,3769.

USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs Ltd., Main Parts Stockists. Longridge House, Great West Rd. Bedfont. Feltham, Middlesex. Tel. Feltham 4274/5.

DRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57. Acre Lane, Sw. 2. Brixton 1155.

BENTLEY (31, 41-litre and New 41-litre)

M CAR MART, Ltd.

CAR MART, Ltd.

1952 Bentley 4½-litre standard steel saloon:
1951 24.80, 4½-litre standard steel saloon:
2.480, 4½-litre standard steel saloon:
CAR MART, Ltd., Gloucester House, 150, Park Lane,
W.I. (Corner of Piccadilly.) Grosvenor 5434.

WM
WELBECK maintain a standard of perfection in ured cars never before achieved.

1949 Bentley steel saltoon in black with brown history (2000 per one porner, 44,000 miles; excellent like new; 21,935.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.I. (near Baker St. Station). Welbeck 5991 (6 lines).

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RIPPON BROS., Ltd.,

RIPPON BROSS, Ltd..

THE Northern Bentley specialists, offer the following cars. In first-class condition:—

1953 (July) Mark VI Standard Steel saloon grey price \$4.00m, blue leather upholstery, mileage \$3.000; 1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage \$1.000; price \$2.550, which will be a steel saloon, Tudor 1951 grey with grey leather upholstery, mileage \$2.000; price \$2.550, and are VI Standard Steel saloon, Tudor 1950 mistiates green with the leather upholstery, mileage \$2.000; price \$2.550, green with the leather upholstery, mileage \$2.000; price \$2.550, green with the leather upholstery, mileage \$2.000; price \$2.550, green with the leather upholstery.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). SLOCOMBES, Ltd.

\$LOCOMBES, Ltd.

£2655 -Mark 6 1951 with special finish in light
car; low mileage; terms and exchanges with pleasure.
Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10.
Willesden 4869; nearest Underground: Dollis Hill Sta-

PB. Ltd., offer:-

1936 (August delivery) 315-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken., 9477,7478.

SANDERSON & HOLMES, Ltd., Derby.

THE Official Rolls-Royce and Bentley Retailers and Repairers.

1950 Bentley Mk. VI standard steel saloons, prices Repairers.

1953 Bentley Mk. VI standard steel saloons, prices according mileage; grey blue, 45,400 miles.

2150 Bentley Mk. VI standard steel saloons, prices according mileage; grey blue, 45,400 miles.

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BENTLEY (31, 41-litre and New 41-litre)

FACK BARCLAY, Ltd.

CXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m. 2 Manufacture of the special state of the special speci

H. R. OWEN, Ltd.

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LONDON'S leading specialists in Rolls-Royce and Bentiley cars, offer the following selection:—

1953 R type sports salcon, midnight blue with beige hide; £3,800.

1952 R type sports salcon, two tone grey with light blue hide, £3,000 miles; £3,600.

1951 Freestone & Webb salcon, black with light blue hide, 40,000 miles; £3,600.

1951 standard steel salcon, green with green hide, 1 standard steel salcon, green with green hide, 1 standard steel salcon, grey with pale blue hide, 39,000 miles; £2,500.

1950 standard steel salcon, black with beige hide, 59,000 miles; £2,200.

1948 standard steel salcon, black with blue hide, 64,000 miles; £2,200.

What interesteel in the purchase of Bentley cars, such vehicles for disposal.

H. R. OWEN, Ltd..

17. Berkeley St., London, W.I. Tel, Mayfair 9060. [C5052]

JACK OLDING, Ltd.,

JACK OLDING, Ltd..

OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—

1953 (July) 4½-litre large bore big boot standard steel saloon, grey/black of the standard steel saloon, grey/black of the standard steel saloon, black beige leather, one owner, £2,350, display-litre standard steel saloon, black brown leather, one owner, £2,350, display-litre standard steel saloon, black brown leather, one owner, £2,675, which is the standard steel saloon, black brown leather, one owner, £2,675, which is the standard steel saloon, black brown leather, one owner, £2,675, display-litre park ward saloon, black and blue with blue leather, £1,975, dars, 3½-litre park ward saloon, black blue leather, radio; £595, duplier House, North Audley St., W.1. Mayfair, £342

TAYLOR & CRAWLEY offer;—

TAYLOR & CRAWLEY offer:-1948 Bentley Mark VI with James Young 4-door tale the sports saloon, 49,000 miles, very well maintained throughout; £1,975,8100n, immaculate through-1948 Bentley P.S.C. saloon, immaculate through-1948 up.t. full and very satisfactory history;

21,795.
1948 Bentley P.S.C. saloon, very well maintained:
1947 Bentley Mark VI with most attractive 4-door
1947 aloon by Freestone & Webb, 40,000 miles;

1947 Bentley Mark P.S.C. saioon, 64,000 miles, 1947 two-tone grey, in very nice condition; £1,545, 1949 Park Ward 4-door saloon, exceptionally well-kept car; £1,195.

HYDE Park Corner, Grosvenor Crescent Mews, [C4036]

MANN EGERTON & Co., Ltd.,

1951 Bentley 4½-litre H. J. Mulliner special sports aloon, grey with marcon leather uphoistery. 15,000 milles: 25,500.

1952 Bentley 4½-litre steel saloon, velvet green with beige leather uphoistery, 31,000 miles;

1950 Bentley 41/2-litre H. J. Mulliner special sports saloon, black with beige leather upholstery. 55,000 miles; 22,850.

1950 Bentley 44-litre steel saloon, black with brown leather upholstery, 34,000 miles. 1947 Bentley 41/- litre steel saloon, black with red Mann EGERTON & Co., Ltd.,

OFFICIALLY Appointed Bentley Retailers, 14.
Berkeley St., London, W.1. Hyde Park 2073
[C2006] OVERSEAS CARS Ltd., offer:-

1935 Bentley 3%-litre saloon, bisek, Park Ward Overseas Cars, Ltd., 227, Brompton Rd., Knightsbridge, S.W.5. Kensington 7475. K NIGHTSBRIDGE MOTORS, Ltd.

1949 (April delivery) Bentley Marth VI. fitted with some coupling a beautifully proportioned drug head four-some coupling and silk mohair hood. 4.000 miles only and in first-class condition: 22.550.

Roberts Mews. Lowndes Piace Beigrave Sq., S.W.1, IC2065

DENHAMS GARAGE (ESHER), Ltd., offer:—

DEMRARS Grand Steel 1952 (May) 4%-litre large bore standard steel 1952 (May) 4%-litre large bore standard steel bentley's from new, immaculate throughout; £5,100, exchanges; credit facilities.—Denhams Gamage (Esher), Ltd., Fortsmouth Rd., Esher, Surrey, Esher 3560, 17472 H. A. SAUNDERS, Ltd., Golders Green, offer:

BENTLEY (34, 44-litre and New 44-litre)
AASCOT MOTORS, Ltd., offer:-

MASCOT MOTORS, Ltd. oher:

1938 L.S. series 44; litre Park Ward saloon, complete reconditioning of chassis and coachwork just completod; £975.

1936 F.C. series 34;-litre Mann Egerton saloon, MASCOT MOTORS, Ltd., 377-343, Kensal Rd., Ladbroke 1231-3. (CSOOT COMBS & SONS (GUILDFORD), Ltd., offer:

COMBS & SONS (GUILDFORD), Ltd., offer:

1947 Bentley Mark VI steel saloon, maroon and surface with grey leather upholistery, 1948 modifications, enrien recently completely overhaused by manufacturers; £1.725.

COOMES & SONS (GUILDPORD), Ltd., Portamouth Call Guildford Guildford 62907-8-2 [C1057]

95. & PARSONS (GARAGES), Ltd., Potter low. Potter St. 121. (C3038

CHARLES FOLLETT, Ltd., Accredited Bolls-Royce & Benties Retailers & Repairers, affer:

1951 Bentiey Mark VI standard steel saloon, most bentieve colour scheme, black and grewith grey hide, one owner, 26,000 miles only, perfect

car; £2.750. (Oct.) Bentley Mark VI standard steel 1950 saloon, black, beige leather, one owner, 49,000 miles, chaufter maintained, at present undergoing pre-sale checkwer; £2.425.
THE above cars were sold new by us and we can be with confidence of the confidence

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1947 Bentley steel saloon, one owner, excellent condition; £1.675, below.

1947 (Oct.) Bentley Vanden Plas sports 4-door saloon, immaculate throughout; £1,895.—

8idney Marcus, Ltd., 53, Sloane St., S.W.I. Tel., 8idnes 555.

Sloane 3557. £1475.—1947 (November) Mark VI steel saloon black, one owner.—Valentine 4674 after 6 [C201]

1935 Preestone & Webb 31/2 sports calcon red, very attractive; £475.—Windsor

Salage. Anignoss, readnorance.

5003

5 Sal., black/brown leather, latest specification, wire eas. heater, screen washers, all extras, reg. 25.71148, mileage 46,000; £1.995.

TERMS, exchanges.—Oyril Sheppard il Redding. Godol (6462)

BENTLEY Mark VI steel asloon, May, 1951, tudor grey, red upholstery, mileage 35,000, one owner; 62,700.—Morgans, 25/27 City Rd., Cardiff. Tel. 21541.

1952 (April) Bentley 44,-litre standard ste Steels Garages, Ltd. 105, High St., Cheltenh Cheltenham 3033

Camblenam 3035.

CAMDEN MOTORS for Bentleys.—Mark VI standard steel salcon. 1947. condition almost indistinguishable from new coachwork and interior devoid of blemish, all extres, press-button H.M.V. radio, heater, etc. £1.695.

Camdden MOTORS for Bentleys.—Park Ward 4½—litre sportsman's salcon, 1937, black with blue leather upholstery, in immeculate condition throughout, fitted many extras, a car suitable for the most fastidious purchaser, being practically faultless in every respect, £245.

purchaser, being practically faultiess in every respect;

\$\frac{2}{2}\$45,DEN MOTORS for Bentleys.\text{-Vanden Pias 4\(\)_{\text{-}}\$

\[\frac{2}{2}\$45,DEN MOTORS for Bentleys.\text{-Vanden Pias 4\(\)_{\text{-}}\$

\[\frac{2}{2}\$45,DEN MOTORS for Bentleys.\text{-Vanden Pias 4\(\)_{\text{-}}\$

\[\frac{2}{2}\$45,DEN MOTORS for Bentleys.\text{-Vanden Pias 4\(\)_{\text{-}}\$

\[\frac{2}{2}\$45,VET recently fitted new hood: \$745.\\
\text{-VandPFN MOTORS for Bentleys.\text{-Thrupp & Maber-lips 3\(\)_{\text{-}}\$

\[\frac{2}{2}\$45,VET as con 1936 model, very modern lines that belie its age, faultlessly maintained all its life and the life of the l

41 1957 Park Ward saloon, very attractive body, the black, grey hide, one owner; this car has been chenfleur-driven and very carefully maintained; mileage 76,000, coinpiete history available; 6350.—B. & K. Thomas. Ltd. Nottingham 84756.

BENTLEY (31, 41-litre and New 41-litre) 951 Bentley James Young 2-door 446-litre saloon, black, beige hide, fully guaranteed, as new; 6,000.—Silverthorne Motors, Ltd., 11, Pitsroy Sc... [2001]

1951 (July) Bentley all-steel saloon, maintained entirely by Bentleys, black, one owner.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044.

te wall tyre

N.12 (Taily Mo.). Mil. 1094.

1952 Bentley (June), large bord miles.—Joe Thompson (Motors). Ltd. Rd. 8.W.3. Kensington 8859.

MARK VI S.C. saloon 1959. mod Mark VI S.C. saloon 1959. mod cellent condition. £1,795: exchange declered to the condition. £1,795: exchange Mark VI S.C. saloon 1959. mod Mark VI S.

2. Ashey Fark Rd., watton-on-frames 1947.

2. 595 11—Bentley 3/6-litre special sedanos of 2500 overhaul, first registered November, 1954. looks in post-war condition; 5 months' guarantee, purchase. exchanges.

AMBS OF WOUD GREEN, Finchley Showrooms, 423, Eigh Rd., Finchley N.12. Finchley (East Finchley Underground.)

ROSE & YOUNG, Ltd. offer—1958 Bentley 44,-liftre Windower dropbead coupe, excellent condition, very pretty car, two-colour scheme: £750.—55-59, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulae Hill 6464 (C3657)

1949 (September) Bentley standard steel saloon, intelled latest type pistons and modifications, full history available; £1,875.—Harry Martin, 23, Devenshire Place Mews, W.1. (7531

DENTLEY 44, 1937 HK series 4-door Park Ward Saloon, black tan hide, radio, 18,000 miles since complete overhaul by makers, all bills available, clean inside and out, £875; terms, exchanges.—Newcastle, (Staffs.) Motor Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266,7/6.

EVANS & O'MALLEY offer 1956 Bentley 3'-litre Park Ward saloon, finished black with red hide upholstery; this car is in original condition through-out and well above average, excellent mechanical order; £695—Lowndes Sq. Knightsbridge, S.W.I. Sleane 1953, 1709.

Wimbledon 0474/4850.

DUNGAN HAMILTON & Co., offer 1940 model 44/2 litre overdrive Rolls-Bentley By Park Ward, colou beige and black interior finish beige hide, fitted electrical heater, demisters, man lights, for lights, wind screen washers, etc. total mileszee only 74,000, car is magnificent condition, fitted all new tyres; 61,125,—32 High Rd. Byfleet, Surrey. Tel. Byfleet, Surrey. Tel. Byfleet, 510-2. [Cold Bullet 1988]

High Rd. Bynest, Surrey. Tel. Bynest 3101-2. [C1009]

EVANS & OMALLEY offer 1949 Bentley Mark VI razor-edge saloon by Freestone & Webb, finished in black with red hide upholstery, fitted H.M.V. push-putty radio, heater and electric rear blind, this body sale complete vehicle costing £6.700, maintained by Bentleys with excellent history, nominal mileage, one of the most exceptional post-war Bentleys offered: E2.700.—Lwurdes Sq. Knightsbridge, S.W.I. Sloane [553 and 1709]

1553 and 1709

XXX Outstanding 1936 (August) Bentley 44,-litre fitted with exceptionally attractive gullar-lined lugrage book and silding soot, say, with stream of trularly attractery bull-in soot, say, with stream of trularly attractery bull-in adio, bears, the perfect of the soot of the soot

44-fitte Park Ward 1938 Sports Salcon, exceptions throughout, black, opportunity £965. Another Sports Thrupp with book, fregistered 1937), exceptions throughout, immaculate, £735. Aloe & Saunders £64 Providence Court, North Audley Street. Mayishir-2941

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports (GS041/R Cars. Higher original v.d.p. body, maintained by Law-41 rence, little used since £150 overhaul last winter, rence, little used since £150 overhaul last winter, rence reacher and many, well cared for and not reced post-west £3575, o.n.o.—lavis, Endeld 2009 evenings,

Bentley Cars Wanted

THE CAR MART. Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0958/R

31-litre Rolls-Bentley wanted at fair figure. Seery, [7495] BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

REQUIRED, good used Bentley.—G. Edwards, bury Lane, Harpenden, Herts, Harpenden

MATON MOTORS, Ltd., Birmingham, will buy or Inpart exchange your 3½ or 4½-litre Bentley.—Tirond St. Midland 2377.

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys Tel. Weybridge 253.

WE are e-sen to purchase any type pre-sent gentlers wester of the process of the control of the

WANTED, good 3- or 4%-litre tourer.—Joh Brown, Ringers Rd. Bromley, Kent (20 Victoria). Ravensbourne 6479 and 2322.

DROP head coupe 1935-6 required, in recondition.—S'mmons 12, Rex Place, W.1. venor 1188.

BENTLEY 414 standard saloon required, no considered, if in good condition; lowest cash price.—Box 5750.

GOOD post-war Bentley sports saloon required for immediate purchase.—Please advise particulars at price to Harfield, 134, Great Titchfield St., Londo W.I. Tel. Museum 6366.

JACK OLDING & Co., Ltd., officially appointed to the control of the cont

JACK BARCLAY (SERVICE). Ltd...

LARGEST official repairers Sentley cars. Servicing or overhead work, coachwork renovations and accident work: large stocks of soares.—Danvers St. Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2225.

CHARLES FOLLETT, Ltd., officially appointed re-tailers and repairers.

CHOWROOMS: 18, Berkeley St., W 1. Mayfair 6266.

SPACE parts.

SPACE Parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. [10937-1-8].

Cumningham 5956-7-8.

In off replacements for pre-war Rolls-and replacements at most reasonable at most reasonable. A LL spares and replacements for pre-war Rolls-Bentleys: full repair service at most reasonable prices.—Comptons. 69. Westow St.. Crystal Paiace Tel Livingstone 3362.

B.M.W.

B.M.W. 326 cabriolet, good conditions, £350.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremanile 0342.

BOND Mik. B, 9,000 miles, many extras, perfect condition; £175.—Buc. 5334.

ROWLAND SMITE'S, the Car Buyers,—Highest cash prices for Bond.—Hampsteed (Tube) N.W.3. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers: H.P. accounts settled; exchanges.—Stockwell Rd. 8.W.9. Brixton 6251,

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job koo bir or too small; free advise on all Bond models; latest modifications can be fitted to older models; frequired.

RAYMOND WAY, of Kilburn.

L. P. WARD, Ltd. BRISTOL 1953 Bristol 401 saloon, 11,000 miles only, ex-L. F. WARD. Ltd., Grange Rd. Garage, Grange Rd., Thorston Heath. Tel. Thorston Heath 5547. London office: Mayfair 0148. SLOCOMBES LIA.

£1795 -Hristol 401, 1952 special macoon finial terms and exchan, with pleasure.—Socombes, Ltd 38-52, Dudden Hill Iane. N.W.10. Wilesden 4865 nearest Underground Dollis Hill Station. [C40]

KEVILL, DAVIES & MARCH, Ltd., OPPICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley St., W.1. Gros. 2563.

RECORLANDS.-Individuality, new and used cars. 1953 Bristol 403; mileage 5,200; 404 gear change.

103. New Bond St., London, W.1. Mayfair 8351-6.

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-5, offer—
1950 deal Bristol saloon, finished light bine, beige immediate condition throughout; El 475. (C1001

University MOTORS Ltd., guaranteed care always available,—80, Piccadilly, W.1. Grosvenor 4141.

BARTLETT.—Bristol 1948/49 type 400 saloon, many extras; £925.—27a, Pembridge Villas, W.11.

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, 2975.—A.P.N. Ltd., London Rd., Isleworth, Middlessex, Hounslow 0011.

B. J. HUNTER, Ltd. Care Wanted

COR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, 1 N.W.2. Tel, Gladstone 6303.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. [W4018/R

A.P.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.)

BARTLETT will pay more for good Bristols.—27a,
Pembridge Villas, W.11. Bayswater 0523. [W1013

PRIVATE buyer seeks low mileage 405; full details with lowest price for prompt cash, to—Haworth, "Roundhay," Castle Rd., Colne, Lancs, (7399)

XXX H. F. Edwards offer immediate cash for good Bristol cars—Details please to 200 Great Portland St., London, W.I. Tel. Langham 0015 (W200 Great Portland St., Lorusber, (Wanne)

B. & R. THOMAS, Ltd., 17/19, Loughborough Rd.,
West Bridgford, Nottingham, Tel. 94795, official
Bristol retailers, require good used 401 Bristol saloon,
(5205

B.S.A. [520]

195 sns.—B.S.A. Scout 1940 series 6 10hp sports 4scater. reconditioned engine, choice of 5Scouts; terms, exchanges, list; open 9-7 west-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube). Hampstead od41.

ROWLAND SMITH'S, the Car Buyers —Highest cash prices for B.S.A.—Hampstead (Tube) N.W.3. Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares:
comprehensive stock, wholesale and retail.—161.
Gt. Portland St., W.I. Langham 7733. (0144/R

BUGATTI

BARTLETT.—Bugatti, one of the rare 57 SC 130 mph
coupe, almost unmarked; £895.—27a, Pembridge
Villas, W.II.

Villas. W.II.

Supercharged drop head 4-seater coupe, low mileoverhauled: price £1,200.—J Lemon Burton, Lonsdale
Rd., N.W.5. Mal. 1351.

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [0071/R

BUICK SIMPSON'S offer:-

1949 Buick 2-door, radio, heater, black, moderate SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Soots, Soots, High Rd., Wembley 8691, Canis, Cani

DETER BANTOCK CAR SALES offer:-

1939 Buick Series 40 d/h coupe, regularly serviced and maintaired by Buick agents, truly an outstanding example of the model; £355.—104, High Rd., Chiswick 2725/5870.

RHD 1952 Bulck super, black, all extras.—
RHD 1947 Bulck, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham 1948, & W.S. Kenslington 4858.

£145!!!—Buick 30hp de luxe saloon, excellent value, first registered December, 1936.—

Below.

\$2.22 \text{!!-|935/40} Buick 37hp saloon. magnificent specimen. shoultely give away price; 3 months' guarantee; inte purchase, exchange.

LAMES of Wood Green, Finchley Showrooms, 421, 425, High Rd., Finchley, N.12 Finchley, 6221. (East Finchley Underground.)

GUY ALFREDS & Co., Ltd.—1939 Buick Viceroy saloon, one owner, as new, 1952 condition.—6-7, Warren St., W.1. Euston 3268. (C1005

CAMDEN MOTORS for limousines—the largest selec-tion in the country, over 80 in stock, including Bulcks; see hire car advert. page 35 in this issue.

1949 Bulck Super 8 4-door saloon, black/grey, acreen-washers, winkers, whitewall tyres, dual hand control searchlights, geauline low mileage.—20, Leamington Rd, Coventry, Tel. 68223.

1949 Buick Roadmaster Riviera convertible, radio, heater, just decarbonised and thoroughout transmit and thoroughout; £1.045.—Taylor & Crawley Hyde Corner. Grosvenor Crescent Mews. & W. 1. Slo.

CAMDEN MOTORS for Buicks.—1947 model right hand drive 4-door Super Eight saloon, fitted at extras including built-in push-button radio, full at conditioning, flashing trafficators, spotlights, etc. immaculately finished in black with genuine brown hide upholstery throughout fitted to special order 6868.

hide upholstery throughout fitted to special order; 2685.

CAMDEN MOTORS for Buicks.—1939 31hp foursome drop head coupe, bodywork by Carlton Carriage, full 5-seater body with leakher upholstery throughout steering column gear change, heater and radio, very smart. £245.

CAMDEN MOTORS for Buicks.—1939 Viceroy saloon, tight-hand drive model, coschwork unmarked, interior leather upholstery quite immaculate, finished in marcon with brown interior; £295.

CAMDEN MOTORS for Buicks, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1055

Saturdays. Write for catalogue. [Clubs]

BullCK Special late 1935 31hp de luxe saloon, finished dark blue with luxurious blue leather upholstery, just fitted brand new engine by main agents, suspension, transmission, etc., completely overhauled, in superb condition, wirtually without blenish, laid up considerable period, all new tyres, fitted heater and taxed; 2835.—Tel, Birmingham Mappole 2013. [7528]

L'IMOUSINE, 1938, partition, forward occasionals, genuine low mileage, black, magnificent throughout, bargain value. Alpe & Saunders Ltd., Providence Court, North Audiey Street. Mayfair-2941. [Clood

Simpson's Mottors (WEMBLEY). Ltd., the Buick buyers.—Wembley 8991/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—
91-95 Fulham Rd., S.W.5. Kensington 4856.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121.

Buick Spares and Service

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Edit Spa SIMPSON'S Offer:

1951-2 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000, Cadillac convertible 2-door, radio, heater, all extras. Hydramatic, cream moderate mileage.
Simpson's Motors (WEMBLEY), Ltd. (American Car Specialists), 345 High Rd. Wembley 8691/(O4015

METCALFE & MUNDY, Ltd.

1947 (Cadillac convertible, grey, Hydramatic, red 1940) (Addillac convertible, property of Royalty From the Property of Royalty Cadillac convertible, property of Royalty respectively. The Royalty Ro

FAYLOR & CRAWLEY, offer:

1949 (November) Cadillac, Model 62 sedan, radio and heater, nylon covers, 18,000 miles, brand new condition throughout.

1948 Cadillac convertible power operated throughimmacate condition and a very attractive car; LIYDE Park Corner, Grosvenor Crescent Mews, S.W.1.
Slo 5215.

1950 5215. [Cduox 1950 and 1952 62]
95. Fulham Rd., S.W., S. Kensington 4859. [Cduox 295, Fulham Rd., S.W., S. Kensington 4859. [Cduox 295, Fulham Rd., S.W., S. Kensington 4859. [Cduox 295]
CAMDEN MOTORS for limousines.—The largest selection in the country, over 80 in stock, including Cadillacs.—See hire car advert, page 35 in this issue.

issue.

CADILLAC 49, quite exceptional car, dual grey, hydramatic, seat covers, radio, heater, whitewalls, extras, beautifully maintained; £1,975, o.n.o.-Pri. [754]

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R De THOMPSON (MOTORS), Ltd., require Cadillacs.— 191-95, Fulham Rd., S.W.S. Kensington 4858, [W4028]

SOLE concessionaires. Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.I., Hyde Park 7121.

Cadiltae Spares and Service
CADILLAG sole concessionaires, Lendrum & Hartman,
Ltd., Butck Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Eigar 7911.

1949 Chevrolet Styleline 4-dr. saloon, l.h.d., radio and heater; E745, 1949 Chevrolet Styleline 2-dr. saloon, r.h.d.; 1951 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d. powerside, seat covers, radio, heater; 1952 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d. Powerside, seat covers, radio, heater; 1958 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d. Powerside, seat covers, radio, heater; 1958 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d. Powerside, seat covers, radio, heater; 1958 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d., radio

MANY others in stock. PRITISH & COLONIAL MOTORS Ltd. (distributors for London and Home Countles): 13/14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Sq. Tule Stn.), Temple Bar 5588.

£62/10.—'36 model, modern style saloon, V-screen translation, taxed, with spares, economical.—

3661. [7302]
RHD 1951 Chevrolet de Juxe 4-door sedan, one owner, 14,000 miles only, in new condition throughout.—Valentine 4674 after 6. [C2018]
1952 Chevrolet Styletine saloon, 14,000 miles only, immaculate condition, radio, heater, covers; £1,150.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

1951 date Chevrolet de lux richt-hand drive 4-heater, defrosters, sider rex-6.000 genulie miles only, soare wheel unused, taxed year, virtually new—20, Leamington Rd., Coventry, Tel, 68223.

Chevrelet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane Add, Lelcester Sq. Tube Stn.), W.C.2. Temple Bar 5588. [W1027/R

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles;
distributors for London and Home Counties.—
British & Colonial Motors, Ltd., Upper St. MartinLane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple
Bar 3588.

SIMPSON'S Offer: CHRYSLER R HD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles, 1949-50 Chrysler New Yorker, 4-door, tadio, heater, all extras, black, 25,000 miles, SIMPSON'S MOTORS (WEMBLEY), Lid. (American South States), 345, High Rd., Wembley 8691, 5005,

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1948 Chrysler New Yorker r.h.d. saloon, total mileage since new 55,000, fitted radio, heater, loose covers, etc., 2500.
COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford 6397-8-9. [CIOS7

£166!!!--1956-7 Chrysler 20 salon de luxe, fitted overdrive, very economical, excellent throughout: 3 months: gunarines three pyrchaeters and the surchaeter and the

CHRYSLER 1951, with V.8 Pire-power engine, radio and heater, 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.5, Kensington 4858.

A UTOSALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.S. Mai, 5555/2155, 10643/R ROWLAND SMITH'S, the Car Buyers, Highest cash prices for Chrysler, Hampstead (Tube) N.W.3. [W4018/R

A UTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65. Belsize Rd. N.W.6. Mat. 555-52155.

CHRYSLER Specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1. Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

BM IGHT 15s open to any inspection and trial

tyres, heater, demister, reversing and map 535gns.—Below.

1948 metallescent grey sun saloon, lovely throughout the control of the control of

Below. 1947 black saloon, very good mechanically to collulosed and rechromed by us and to very nice mechanically new batters, as the saloon of the saloon of

Park, London, E.4. Larkswood 7208 or 2051. [C1086]

W M

ELBECK MOTORS proudly offer the latest model of the very rare Citroen Big 15. black with red 1953 leather, new type luggage boot, bench front seat, recorded mileage 8,000, quite perfect; £740. [ELBECK MOTORS, Lid., 107, Crawford St, London, W.1 (near Baker St, Station). Welbeck, 1139 (1916)

COTT CARS offer:-

1950 model Citroen Light 15, perfect; £445.

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 2100/8676. C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.
Service, spares and replacement units, Fully guaranteed used models at competitive prices always in stock.

–50. Vauxhail Bridge Rd., S.W.I. Vic. 2211. [0756/R]
JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers, new models from Stock Several post-wer Light 15 salcons; from £365 for 1946 to £795 for 1950.

173. Westbourne Grove, W.11. Bay: 4274. GUY SALMON AUTOMOBILES offer:-

1953 Citroen Light 15, black/red leather, large Rd., Thames Ditton. Emberbrook 5551.2-3. [C300] WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel, Worthing 71.

1938 Citroen 12 9hp black saloon; £165.—363, [7539 LATE 1947 Citroen Light 15, heater; £345; terms, night 44220.

1953 series Bix Six C.troen. radio, heater, 9,000 miles, one owner guaranteed, an outstanding example: 2945.

RIPCO, Ltd. (Citroens Purchased). Ill. Albemarle St., Mayfair, W.1. Hyde Park 2952/3/4. 103052

1947 Citroen Light 15 saloon, excellent condition, moderate mileage, choice of two, 3 months' guarantee, £395, C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6286 (5 lines). [C1061

1939 Model Citroen 12, very good condition; pri-vate sale,—Moss, Kensington 6300, 10 till noon. No dealers, please, [7418

1950 Citroen Light 15, spotless condition; £485; Guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)

£595!!-1951 series Citroen Big Six salon de l'uze, small mileage, and specimen condition; a months guarantee; hire purchase, exchanges and specimen condition; 421/425, High Rd., Pinchley, N.12. Finchley 6221. (East Finchley Underground.)

A.Z. MOTORS offer 1949 Citroen Light 1 maintained by Citroen enthusiast, real £395.—Palmerston Rd., N.W.6 Mai, 4725.

KENTISH & THOMSON, Ltd.—1947 Light 15 sliding head saloon, black with brown leather, excellent corder throughout, 2575—264-6, Wickham Rd., Shirley, Croydon, Springpark 3477.

20900 miles.—1950 Citroen Light 15 saloon, and other extras, £575.—E.F.S. Motors, Kingston Pass, Esher. Tel. Emberbrook 5000.

1949 Citroen Light 15 sun roomer with red leather, me every other way faultless; £495.—H... 226-530, Euston Rd., N.W.1. Euston

CTROEN distributors for sales, service and sparse, demonstrations can be arranged for all models.—Ring Speedwill, del. Colders Green, N.W.11. (2011/8.) 565 cms.—Citroen Light, 15, late 1951 sports salon, exceptional: Saluding head, red leather, messen exceptional: Saluding head, red leather, messen exceptional: Saluding head and Saluding head (Hampstand Tube). Hampstand 6041. (2018.

(Hampstead Tube). Hampstead 6041.

1940 (Fitnen Light 15 grand huxe roadster, retwheel, finished in metallichrome green, taxed 3250; terms; exchanges.—Hart's Motors (Marky Ltd., High St., Markyate, Berta. 7el. 354.

Citreen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampetead (Tube). N.W.S. Ham. 6041.

ACE SERVICE STATION (LONDON). Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British lales; trade current circular Rd., Stonebridge Park, R.W.10. Elgar 5585 (5 lines).

REQUIRED good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

CITROEM.—John S. Truscott, Ltd., urgantly require good examples. highest prices for cash or exchange.—173. Westbourne Grove, W.11. Bay. 4274. (W4035)

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares,—Tel. Croydon 3131-2. [0187/R

Croydon 3131-2.

SHRIMPTON'S MOTORS, Ltd., London Distributors,
SHard office and showrooms.—242-244, Brompton
d., S.E.S., Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St.,
Byde Park Corner, S.W.J. Tel. Sloane 5480, (0727/R

Description of the control of the co

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assembles fitted from stock.—Barnehurst Garage, Ltd. Pezilepheath 725.

Bowes Road Garage & Engineering Co., Ltd., Bowes Rd., N.11 (Bow 2294); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-br; all spares stocked. [0585/R

GUY SALMON AUTOMOBILES offer:-

1950 Daimler 214-litre saloon, grey/blue uphol-stery, 27,000 miles, extremely well main-tained; 2725.— ortsmouth Rd., Thames Emberbrook 5551-2-3. (C04001

STRATSTONE, Ltd., Daimler distributors.

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DAIMLER Sighs Straight Eight touring limousins by Hooper (1851), black and strey as new: £2,950.

Distribution of the straight of the

DAIMLER Light 1 techniques St., W.1 (Mayfair 4404).
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404).
Service: 7, Herbrand St., Russell Sq., W.C.1 (Ter[C4022]

CHARLES FOLLSTT, Ltd., 18. Berkeley St., W.1, Mayfair 6266, offer;—
1950 owner, heater and radio, really superb condition; 2783.

A CLAND & TABOR, Ltd., Welvyn By-Pass, Herts, Welvyn 481-2-5, offer:—
1939 2 the liter balmier saloon, finished dark bite, maculate condition throughout: £355. (Cloud pressure of the condition throughout: £355.)

£495—1947 model Daimier 2½-litre saloon, grey, £135—1936 Daimier Light 15 saloon, clean condi-stock Hill, N.W.3. Gullivez 3662.

1951 Daimler Consort, green/green leather, radio, Barnet

DAIMLER Consort saloon, genuine mileage 4,800. Wireless, heater; £1.295.—Fuggle, Bushay Heath, (C2017)

£566 mileage, whole vehicle looks and runs like

£635!!!—1949 Daimler 2½ saloon, spotless condi-tion and bargain price; 3 months' guarantee;

hire purchase, exchanges.

Lambs Of WOOD GREEN, Finchley Showrooms,
521-523, High Rd., Finchley, N.12, Finchley 6221.
(Rast Pinchley Underground.)

1947 Daimler 214-litre saloon, immaculate throughout; £495.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E 26. Sydenham 6129. (C2068

Sydenhain, S.E. of Community over 80 in stock including Daimlers. See Hire Car advert, page 35 in this issue.

DAIMLER

365 ms.—Daimler, 1939 2%-litre mioon, siting head, leather, preselector, 1.f.s., carefully used; terms, exchanges.—Rowland Smith.—Below.

125 ms.—Daimler 20, 1934 Mullimer 7-seater limoutors, very good condition; terms, exchanges. list; open 9-7 week days and Saturdan.—Readment list; open 9-7 week days and 9

DAIMLER Consort saloon, registered July 1 co.our grey, one owner, fitted wireless, lices to end of year, in first-class condition through

DAIMLER 24-litre drop head coupe, colour black registered 11.6.48, late property managing director large engineering firm, extensive overhalt per competition, cost £2,350, accept 6975. Walker & Walker Ltd. Daimler Lanchester Distributors, Warwick Place, Cheltenham Tel. 3618, 17368

£795.—1951 (July) Daimler Consort saloon, black, brown leather, fitted heater, year, lovely car; 1/4 deposit.—Simm, 19, Benner Higher Crumpsall, Manchester, 8, Tel. Cheetha

1948 model Daimler 2½-litre saloon, blac owner, reg. Daimler Motor Co., a specimen, no radio, any examination; £550; repeat.—Bowden 5, Surbiton Hill Rd., Surbiton

Dridge 1975. [CA070]

Camdren Motores for Daimlers.—1952 Consort saloon. immaculate condition introughout, a genuine low-mileage specimen in dark blue with leather uphoistery and trimmings to match, chanfleur driven and maintained. The street of the saloon matches perfectly maintained are in black with brown leather uphoistery, fitted heater, radio and loose seat covers; £895.

Camdren Motores for Daimlers.—1949 2½-litre foursome drop head coupe with bodywork by Messra. Barkers, a very handsome and impressive looking car liter some drop head coupe with bodywork by Messra. Barkers, a very handsome and impressive looking car liter some district of the saloon, immaculately finished in dark green with green leather interior, new tyres fitted three months ago and mechanical overhaul carried out, fitted builtin air conditioning; £945.

CAMDEN MOTORS for Daimlers.—Other post-war 2½ saloons, also several late pre-war saloons and CAMDEN MOTORS for Daimlers.—Other post-war CAMDEN MOTORS for Daimlers.—Leighton Buzzard CAMDEN MOTORS for Daimlers. Leighton Buzzard CAMDEN MOTORS for Daimlers.

I IMOUSINE E.L.24, first registered 1959, attractive semi-rator edged body, 7-passenger, partition, widest occasional, stored 9 years, immaculate condi-tion; £750; exchanges; terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park \$704, [C3034

1951 Daimier Straight 8 imousine, electrically operated division, Hooper 7-seater body, radio, beater, total milease approx. 6,000 miles in immediate condition throughout. By order id H.M. Customs, the above vehicle will be offered for sale at 5 n.m. on Tuesday, March 2nd, by Measham Motor Sales Organisation Ltd., Measham, Burton-on-Trent. Tel. Measham 322. Write for details of Free Travel Service.

Limousine, exceptional 1989/EL.24, partition, forward occasionals, black, privately chauffeured, mileage 36,000, immaculate, selection, competitive prices.

IMOUSINE, 1936/32Lp, partition, forward occa-sionals, exceptional chassis, ready service, bargain,

E225.

IMOUSINE (outswept tail) magnificent concluded by 1958/32hp, widest occasionals, certified med ally, ready service, reasonable competitive price. de Saunders. Ltd., Providence Court, North Street. Maylair-2941.

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Daimler.—Hampetead (Tube), N.W.3. [W4018/R

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details please to 19, Seabrook Rd. Hythe, Kent. Tel. Hythe 67311. [W2059

Daimler Spares and Service INGSTON-ON-THAMES Daimler agents G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2.

DAIMLER and Lanchester specialists.—Debnam Motors 17, Atherstone Mews, 8.W.7. Western 4543.

A ROOT ENGINEERING, Ltd.—Freselector gear boxes, exchanges and repairs —169, Fulham Rd., S.W.3. Kensington 7301.

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775.

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Taneborne & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1 Stoane (7113/R)

DAIMLER and Lambester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Tizmuss & Co. (formerly with Daimler Co.), 81. Clapham Rd., 8.W.9. Reliance 1647 [0666/R]

METCALFE & MUNDY, Ltd.

1950 special show model Delage, most attractive profits streamlined drop head coupe by Guillore of Paris, Mediterranean blue with blue hide upholstery, radio, Octal gear box, 29,000 miles, very fast, economical and elegant car; £875.—280, Old Brompton Rd. 8.W.5. Premantle 5471. [C3064] † † Chipstead Motors, Ltd.—See our advertisement under Boorts Cars."

DE SOTO
1948 (fluid drive) De Soto Custom 28hp salcon, right-hand drive, lvory with brown leather upholstery, radio, fisshing indicators, etc., abowtoom condition: e778.—Cat/yes, Ltd., Tel. Haywards 1973.07

P. & M. GARAGES. Ltd., offer:-

1938 Master de luxe cabriolet, reupholstered, re-

crimson.

1938 build, must be seen to be appreciated, 1938 build, must be seen to be appreciated, 1938 calciolet, fully guaranteed, new engine, in leather inside; £178.

All partes available, and repairs by really trained fitters of long standing—2a, 8t, Michael's 8t., Paddington, W.Z. Faddington 6877.

NEW big-ends and mains fitted to D.K.W. crank-shafts. C. F. SMITH & Co., 85-85, St. John's Hill, Clapham Junction. Bat. 0871. LARGEST importers of genuine D.K.W. spares:
write for Auto Union approved price list.—Carr's
Motors, Hardman 8t., Liverpool. Royal 5141 [3] lines).

Dodge spaces and Service [5608

Dodge specialists, repairs, spaces, exchange engine service.—I. A. Mitchell (Motors), Ltd., I. Balham High Rd., London, S. W.12. Tel. Balham 2224, [0563/R

ROSE & YOUNG, Ltd., offer 1951 model Dyna-Panhard Thp 4-door salcon, 2-colour blue; £465.— 65-69, Sternhold Ave., Streatham Hill, 8, W.2 (1 minute Streatham Hill Station). Tuise Mill 8464. (C3057

1938 Fiat 500; £155.—31. The Garlands. Clifton, York. Daytime 4053.

S. & S. MOTORS.—1959 C500, one owner, small nilesse 60mph, \$200.

S. & S. MOTORS.—1959 1100cc 4-door sunshine saloon, good condition; £210.

S. & S. MOTORS.—1959 500cc reconditioned engine, resprayed; £215.

ALL above at 165a. Westbourne Grove, W.11. Bayswater 1644.

£225.—Flat 500, really magnificent throughout, a BENMOTORS, 1, Clarendon Rd., Eolland Park, London, W.I.. Park 5066-7. (Soyds, Holland Park Lube.) Exchanges, b., 96.

1939 Fiat 1100 saloon; £250.—Clairmonte Bros., Shanklin Rd., Londor N.S. Mountview [Clo56

1949 Fiat 569cc ohy, first registered 1951, one owner, very nippy, exceptionally good condition. £340; terms, exchanges.—Fred Guy, 198. King 8k., W.6. Riverside 3151.

8k., W.6. Riveraide 5151.

245 uns.—Fiat 12 1939 (reg. October, 1940), long chassis, 4-door pitlariess saloon, aliver grey, siding bead, grey leasther, if.s., excellent condition; terms, exchanges.—Rowland Smith, below.

265 uns.—Fiat 500, late 1939, 4-scater convertible terms, exchanges.—Rowland Smith, below.

195 uns.—Fiat 500, 1939 model, convertible coupe, convertible coupe, beat of the coupe, convertible coupe, seem 9-seed of the coupe, seem 9-seed of the coupe, convertible coupe, seem 9-seed of the coupe, seem 9-seem 9-seem

MAYPAIR GARAGES, Ltd., are able to take any Fiat from their extensive stock, full hire purchase facilities available with rentals insured against sichness or unemployment.—Below.

MAYPAIR GARAGES, Ltd.—Hillustrated literature Below of price list of over fitteen Prats on request.—

Below.

M AYFAIR GARAGES, Ltd.—1949 500B ohv, genuine

M Belvedere station wagon, blue and panelled with
act hide upholstery, extremely amart car with outstanding performance, 5 months' guarantee; £475.—

and the upnostery, extensely summe to the standing performance, 5 months' guarantee; 2475.—Below Ayrair Garages, 14d.—1949 (reg. 1953) 500B. Mohy de luxe convertible coupe, 1.h. drive, finished in pale Flat green with intelligible look performance, 5 months' guarantee; 2555.—Below. 14d.—1947 model (reg. 1953) M 500 2nd series de luxe hardtop coupe, silver, smart and economical car with outstanding road performance, 5 months' guarantee; 2515.—Below. M AYFAIR GARAGES, 1.4d.—1944 (reg. 1949) 500 Artylor and the series de luxe hardtop coupe, silver, 5215.—Below. M AYFAIR GARAGES, 1.4d.—1944 (reg. 1949) 500 2nd. Series full 4-sealer convertible caupe, dark green, 5215.—Below. M AYFAIR GARAGES, 1.4d.—1949, 1959, 500 2nd. Series full 4-sealer convertible saloon, black, red coupe, grey, very economical car with excellent road performance; 2455.—Below. M AYFAIR GARAGES 1.4d.—1937 500 convertible M AyFAIR GARAGES 1.4d.

C. V. RUSHMER, The Pint Specialist, offers hates "New Eleven Hundred" salcon, try this lates Pint product, 80 mph, 45 mpg, 1952 500 © Belweders atation waggon, show model: April 1949 1100 salcon superb example; 3 months' guarantee.—39, Holland Park, W.11. Park 5731.

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. [W4018/R

WANTED, 1959 Fist 500.—Box 3652. 1939 Piat 1100 wanted, good condition.—Garratt.

S. & S. MOTORS pay more for Plats. -165a. West-bourne Grove, W.11. Bayswater 1644. (7296

MAYFAIR GARALESS, Ltd.—Lop cash prices for Fists.—Balderton St., W.i. Mayfair 5104. (0695/R A PRE-WAR 500, cabriolet preferred.—Shoreditch 6905.

Fiat Spares and Service
Fiat Spares and Service
FLOWlands Rd., Harrow. Byron 6028. (0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below. MAYFAIR GARAGES, Ltd., Balderion St., WILL, Mayfair 5106 open 3-6. Sats. 9-1. [0552/R

S. S. MOTORS, Piat 500cc spare stockists, retail and trade replacement service units.—163a, Westbourne Grove, W.11 Bay, 1644.

FIAT (ENGLAND), Ltd., Water Rd., Wembley, solo licensees for the United Kingdom are only source for genuine Fiat sparce and service.—Tel. Perivale 5651 Grams: Plat, Wembley.

PERRY'S OF HARROW (8 h.p.)

HAVE an excellent selection of post-war Bhp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

1946 Ford Angilas, choice of 5; from £245.

READ BROS. MOTOR Co. (LONDON), Ltd., 58
Liberts
1804, Colliers Wood, S.W.19. Liberts

1604. Anglia, new interior, excellent condition throughout; £285. MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 5578. (C3008 £265:!!—1947 Ford 8 Anglia saloon, spotless and throughout.—Below. Ed. 5:!!—1937 Ford 8 saloon de luxe, excellent throughout.—Below. Ed. 5:!!—1939 Ford 8, fitted wood utility body-interpurchase, exchange fift; 3 months' guarantee; hire purchase, exchange fift; 3 months' guarantee; hire fift fifth fif

1953 Ford Anglia saloon; £585.—G. W. Wilkin, Kineston 2241. 1. Weston Park, Kingston-on-Thames.

1949 (Sept.) Anglia, Channel green, radio, de mister, deflectors, recon, engine, 5,000 miles new tyres; £500.—Holmes, 1, Malvern Terrace, N.5 Tel. Edmonton 7652.

Tel. Edmonton 7652. [7420]

AFTHUR E. GOULD. Ltd., 290-292. Regent St., W.1.

A and 6-14. Meard St., Soho, W.1. Langham 1594-5.

—1946-59 Ford Anglia saloons, low mileage, all guaranteed; also earlier models.

3000 British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (A. Leicester Sq. Tube Sin.)

W.C.2. Temple Rar 5585. [C1027]

W.C.2. Temple Far 3588. [Closer CaMDEN MOTORS for Fords.—A selection of 1946 and 1947 Anglis salsons available; all mechanically guaranteed and in very sound order throughout; choice priced from 2248. [Cample of the Cample of

Osurcy) 3477 and 1287 (evenings). [7402]

PRIDE & CLARRE, Ltd.—1951 Ford Anglia saloon
grey/heise. low mileage, 2339; 1949 black/nrown
black/green (radio), choice four from £289; 1946 black/nrown, choice four
tred, choice two, £289; 1947, black/brown, choice four
£289; 1946, black/brown, black/brown, choice four
£289; three months' guarantee; terms, exchanges, lists
—Stockwell Rd, S.W., Bri, 6251.

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Fampstead (Tube) N.W.3. [W4018/R

Ham. 6041.

FORD POPULAR

1954 Ford Popular saloon: h.p. terms and exchanges—Motourists (London). Ltd., Gt.
North Rd. East Finchley Station, N.2. Tudor 2301-2,
(25018)

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., eff 279, Ballards Lane,
B. Finchley, N.12. Tel. Hilliside 4444, offer:—
1953 Ford Prefect saloun, colour green with leather
lamps, 15.800 miles, one owner; £475.
W. HAROLD PERRY, Ltd., Ford main dealers, 279,
Ballards Lane, N. Finchley, N.12. Tel. Hilliside
(75042 CAR MART, Ltd.

1953 Ford Prefect saloon; £495.—Car Mart, Ltd., 1953 16, Uxbridge Rd., Ealing, W.5, Ealing 6600 10703

DERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald Middlesex (opp Bus Depot). [0100/R

WARWICK WRIGHT, Ltd., offer:-1953 Ford Prefect miloon, black. 3.000 miles; £525. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761.

FORD (10 h.p.)

L. A. SAUNDERS, Ltd., of Worcester.

1952 Ford Prefect saloon, green with cloth uphol-stery, 15,000 miles only; £450. A USTIN House, Worcester. Tel. 2368.

DAGENHAM MOTORS, Ltd., Ford Main Dealers. 1953 Ford Prefect, black/hide, 4,000; £515.

1953 Ford Prefect, many extras, 11,000; £505. 1953 Ford Prefect, black/red, 8,700; £485.

1953 For Lane. W.1, Hyde Park 4866: 374, Ealling Service Rd., Alperton, Middx, Perivale 3588; and 6, and 12, Sangley Rd., Catford, S.E.6, Hither Green (C106)

4821.
W. J. BROWN, Ltd., established over 30 years, Used
Yeard Specialists.
1952 Ford Prefect, green, heater, radio and covers.
233. Finchier Rd., N.W. 3. Hampstead 4414.
(C1025

195 ons.—Ford 10 1938 model 4-door saloon, one owner, excellent condition; terms, exchanges.—
Rowland Smith, below.
375 sns.—Ford Prefect, late 1950, saloon, leather, one owner, excellent condition; choice of 4 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018

1953 (July) Ford Prefect saloon, leather, 4,225 miles; £498,—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475.

£395 —1951 Prefect saloon, leather upholstery immaculate condition, ex-demonstration car—Lawton-Goodman, 36, North Audley St., W.1. [C2022]

1953 Ford Prefect saloon, colour green, 14.00 miles, spare unused; £475.—L. F. Dove, Ltd. 69, Broadway. Wimbledon, S.W.19. Liberty 3456. JACK ROSE, Ltd., offer 1952 Ford Prefect in gree absolutely as brand new inside and out; £435 Stafford Rd., Wallington, Surrey, Wallington, 6677 [C73]

WALTER SCOTT. Ltd.—1950 Ford Prefect, black low mileage, exceptional: £375.—39, Collea Crescent, Hampstead, N.W.5 (Swiss Cottage Tube Pri. 9914

£225 -1941 Ford 10 Prefect 4-seater tourer, ex collent runner, recellulosed, new hood; £7 down.—Bray Motors, 180-184, West End Lane, N.W.6 Hampstead 6490.

CAMDEN MOTORS for Fords.—Choice of 8 Prefect saloons, 1939 to 1953, including a 1950 one-owner ful de luxe model at £995; all mechanically guaranteed and in very sound order throughout; choice of colours, priced from £195.

CAMDEN MOTORS for Fords.—Leighton Buzzard, Beds. Tel, 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue, [C1035

PRIDE & CLARKE, Ltd.—1935 Ford Prefect salog green/beige (11,000 miles, heater, covers, cowner), green/brown (14,000 miles), choice two fr. 4449; 1932, black/red, 16,000 miles, £429; three mont guarantee; terms, exchanges, lists.—Stockwell & S.W. Bri. 6351,

POST-WAR Ford Prefects in good condition urgently JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [W4055

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel Sta 8000. Seven Sisters Rd., Tottenham, N DR ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N. W. Ham., 6041.

FORD CONSUL

W. HAROLD PERRY, Ltd., of 279, Ballards Lane
W. Finchley, N.12. Tel. Hillside 4444, offer:—
1952 Ford Consult saloon, black with leather upholo
stery, radio and heater, mileage 15,800, on owner: £385.

W. HAROLD PERRY, Ltd., Ford main dealers, 279

Ballards Lane, N. Finchley, N.12. Tel. Hillside
(C304)

ALWAYS FORD Consuls. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25. East Hill, Clapham Junction, S.W.11. Batt., 2252. [C3022] MAKIN & HARRISON offer:-

1953 Ford Consul, low mileage, Bristol fawn, exchanges, 492-6, Hish Rd., W.4. Chiswick 6558, [C307]

1953 Ford Consuls, choice of colours, one owner, low mileage, specimen cars; £600.

FORD Division, 140/144, Golders Green Rd., N.W.11.

Speciwell 0011 (10 lines). [C4004]

DAGENHAM MOTORS, Ltd., Ford Main Dealers. 1953 Ford Consul black/hide, heater, 8,500; £640. 56 Park Lane, W.1. Hyde Park 4866, 5374, Ealing Rd., Alperton, Middx, Pertvale 3588; and 6. 8 and 12. Sangley Rd., Catford, S.E.6, Hither Green 4821.

W. J. BROWN. Ltd., established over 30 years. Used 1953 Ford Consul. black, jeather, heater. 15,000 mles, one owner; 2635.
339. Finchley Rd., N W 3 Hampstead 4414.

FORD CONSUL.

1953 Consul. fawn, de luxe model. 5,000 miles, a: Putney. Tel. (2301)

1953 Consul, Dorchester grey, low mileage; &625.
Court Way, Molesey, Tel, Molesey), Ltd., Hampton
Tel, Mondel, Tel, Molesey, Gigs, (2007)
1954 (model) Ford Consul, very low mileage, fitted
Bells Service Garages, 144, London Rd. Kingston-onThames, Kingston 1185

1954 Ford Consul convertible, blue with blue with blue with pincistery, fitted heater and overrider mileage; £850.—R. S. Currie & Co., Ltd., 105, bourne Grove, W.2 Baywater 0005.

1953 11.000 miles immusculate; £625. (Finchley), Ltd., Odeon Parade, N. Pinchley (Tally Ho). Hill 1044.

1952 Ford Consul saloon, leather, hes miles only, one owner, immacu tion; £575.—R. S. Mead (Sales), Ltd., 42, Maldenhead, Tel. Maldenhead 3431-2.

Maidenhead. Tel. Ma.denhead 3431-2. (C5011 £595 11:-1952 (October registration) Ford Consul absolutely faultless throughout, having done only 8,000 miles since delivered, fitted radio, heater and loose seat covers; immaculately finished in black and with red leather upholatery. CAMDEN MOTORS for Fords.—Leighton Buzzard, Beds. Tel. 2041, Open till 8 p.m. Mondays to Saturdays, Write for catalogue. (C1035

Fard Contul Cars Wanted

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. [W4018/R

FORD ZEPHYR

HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—1953 Ford Zephyr saioon, colour bine with leather of the control of the colour bine with leather of the colour bine with leather of the colour beautiful ballards. Tel. Hillside 4444, White Colour beautiful ballards Lane N. Finchley. Tel. Hillside 4444, (CS042

A LWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at NATIOR & ROOT, Ltd., 25, East Hill. Clapham Junction. S.W.11. Batt. 2292.

GLANFIELD LAWRENCE offer:—

1952 (October) Ford Zephyr saloon, one owns:, marked condition throughout; £599.—407, High Rd., N.12. Finchley co91.

H. BEART & Co., Ltd. offer:-

1954 Ford Zephyr (first registered November 1955)
de luxe saloon, in blue with grey leather uphoistery, heater, genuine mileane 5,200; £725—102
London Rd., Kingston-on-Thames. Tel. 5348. [C108]

HAROLD SIMONS, Ltd., offer:-

1953 Zephyr, one owner, 9,000 miles, black, recessel, splendid condition throughout, £685; 3 months guarantee, service after-sale; exchanges, deferred. Harold Simons, Ltd., 397-401, High Rd., East Finchley, N2 (at North Circular Cross Rd., 5 minutes Troller, East Finchley Tube.) Finchley, 0052-53

BRADSTOCK MOTORS, Ltd., offer:-

£625.—1953 model Ford Zephyr, black, red leather, heater, low mileage, taxed.—Chase Road, Epsom 633.

UTO SALES (LONDON) Ltd., ffer:-

1953 Ford Zephyr Dorchester grey, red leather, heater one owner 14,000 miles only; £665. —Auto Sales (London) Ltd., Belsize Rd., N.W.6., Manda Vole 5555

A LLAN TAYLOR (MOTORS), Ltd., offer:-

1951 Ford Zephyr, Llack, hester and radio, mileage 1951 is,000, taxed to December; £325. 19,000, taxed to December; £325. 19,000, 'axed to December; £525. 19,000, 'axed to December; £525. and two spot lamps, mileage 7,000, taxed to December; £695. Till of St. Wandzworth S.W.18. Tel. Vandyke 4433 (5 limes). COOMBS & SONS (GUILDFORD), Ltd., offer:-

1953 Ford Zephyr. black, beige leather, heater, COMBS & SONS (GUILDFORD), Ltd., Portamouth Rd Guildford, Guidford 62007-8-9. [C1057]

DAGENHAM MOTORES, Lac., vol. 1953 Ford Zephyr, grey/hide, radio, heater, 6,200; 1952 Ford Zephyr, black/hide, heater, 6,200; £625, 56 Park Lane, W.1, Hyde Park 4866; 374 Ealing Rd., Alperton, Middx, Pertvale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green [C1086]

W. J. BROWN, Ltd., established over 30 years, Used Ford Specialists.

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339, Finchley Rd., N.W.3. Hampatead 414. (C1025)

1954 Ford Zephyr. 1,500 miles, leather, heter R 1900, Ltd. (Fords Purchased). 18. Albemarle St. London, W.1. Hyde Park 2952-5-4. (C3052

1951 (late) Ford Zephyr, metallic gree radio, heater, loose covers, low mileas whole car as new.—Em Autosales, 68, Hartfield Wimbledon, S.W.19 Wimbledon 4925. [C20

Wimbledon, S.W.19 Wimbledon 6825. Cep. martisled wimbledon, S.W.19 Wimbledon 6825. [C20]

PRIDE & C.LARKE, Ltd.—1953 Ford Zephyr mlocity of green/beige, 8.000 miles, heater, one owner, choi two, £619; three months' guarantee; terms, exchanges lists.—Slockwell Rd., S.W.9. Bri. 625. [C350 625]

625 gma.—Ford Zephyr, Rovember, 1952, salotter, heater, one owner, small mileage, spainnessed, exceptional; terms, exchanges, list; open 9-week-days and Saturdays.—Roveland Smitch, Hampstead (Hampstead Tube). Hampstead 6041. [Hampstead Fuber 6041]. [Hampstead Fu

Tel. 4596.

\$645 | !!-| 1953 (February) Zephyr, black and throwers one private owner, low mileage, come ar in superlative unmarked condition; choice and beautiful condition, fitted radio, earlier registrat £575.—Northern Motors of Harrow, 186-194, Pit Rd., Barrow 4444

PRIVATE buyer wants 1953 Zephyr drop head.—Box FULL value paid for Zephyr or similar; trade or privately.—54, Streatham Hill, 8.W.2. Tulse Hill (W3016)

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1951 Ford Pilot, leather, heater, one owner; £385.
SCOTT CARS 347, Finchley Rd., London, N.W.3.
Hampstead 2100/8676.
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1937/8 Ford V.8 saloon; £90.—280, Old Brompton Rd., S.W.5. Fremantle 5471. PILOT 1950, excellent condition, heater: £345.— Basil Roy, Ltd., 161, Ot. Portland St., W.I. Langham 7733.

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1948 Pilot, black, leather, heater, in dition; £335.—Jack Pozner Hendon Way, N.W.4. Hendon 1423-4. Hendon Way, N. W. A. Hendon H. Coupe in really 1937 Ford V.8/30hp foursome d.h. coupe in really lovely condition throughout; radio; £175.—Call—150. Roundway, Oreat Cambridge Rd., London. 17376

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1952 (lafe) Le Mans replica, fantastic record of approximately 150mph, all ready for season's events.—
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PERFORMANCE CARS.—Good election aiways available: written guarantee.—See under "Sports Care." (E304).R.

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2.395 type 326 right-hand drive, fitted radio and heater, one owner up to this year who states that the stored from 1939 to that gar who states that the stored from 1939 to that gar who states that the stored from 1939 to that gar who states that the stored from 1939 to that gar; see the stored from 1939 to that gate; mechanically the car gives an exhilarating performance associated with this famous Continental series; coachwork faultlessly minshed in duo-grey.

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W1001

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[7123]

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1947 Hillman Minx 4-door saloon, a beautiful car; £295.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [7179

Broadway, N. T. a. 1955. The Mark Coupe, one owner, numerous 2005. String, absolutely as new; £675; 5 months' gravantee, terms and exchanges. However, terms and exchanges. However, Mountriew 2266 and 5774. [C4054]

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1950 Minx estate car, in immaculate condition, mileage 25,000, new tyres; £450.—Bowles, 18, Elm Park Court, Pinner. Tel. Pinner 360. [C1085]

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condition; £000. Tel. aiter s p.m. Caurus 3700% [1990]

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1952 Hillman Mark V convertible.

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Speedwell 1242. [C2026]

GE 1949 outstandi

senume low mileage. mished immaculate gold-lined black cell. iose, brilliant chromium, finest quality beigs black cell. iose, brilliant chromium, finest quality beigs black cell. iose, brilliant chromium, finest quality beigs considered by the construction of the co

Hotchkias 10hp foursome drop head coupe, an outstandingly advanced design, independent suspension on all 4 wheels, silver and blue, a fast and economical attractive car; £325.—104, High Rd. Chiswick 2725,5870.

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£155 !!! 1936/7 Hudson 22 de luxe aaloon, apotless bodywork, excellent leather interior, cheap economical 6-seater; choice also 1938, 17 and 22; 3

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1951 Humber Pullman Ilmousine: £1,175.

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1952 Humber Super Snipe Mark III saloon, ateel
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1954 Humber Super Snipe Mark IV saloon, green,
1953 Humber Super Snipe Mark IV saloon, green,
1954 Humber Super Snipe Mark IV saloon, green,
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1956 Humber Super Snipe Mark IV saloon, green,
1957 Humber Super Snipe Mark IV saloon, green,
1958 Humber Hawk Mark V saloon, saloon, green,
1958 Humber Hawk Mark V saloon, green,
1958 Humber Hawk Mark V saloon, green,
1958 Humber Hawk Mark III saloon, green,
1958 Humber Hawk Mark V saloon, green,
1958 Humber Hawk Mark III saloon, green,
1958 Humber Hawk Mark III saloon, green,
1958 Humber Hawk Mark III saloon, green,
1958 Humber Super Snipe Mark IV saloon, green,
1958 Humber Snipe Mark IV saloon, green, green,

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Donoon, N.W.I. Eus. 6911. [C2016]
1950 Brown leather: £495.
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[C304]

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(C4066)

Kin. 8353.

1939 Humber Super Snipe, a specimen car in 1950 condition: 2350.—Jack Posner (Autos), 395. Hendon Way, N.W.A. Hendon 1423-4. (C3063 CAMDEN MOTORS for Humbers.—1950 Super Snipe case, 1950.—Jack Posner (Autos), 395. Campen MOTORS for Humbers.—1950 Super Snipe covers, moderate total mileage only; 6252. CAMDEN MOTORS for Humbers.—1950 Super Snipe foursome drop bead coupe with Tickford body styling; originally coek approximately £2.000 when first calculation; fitted a boot of extras.

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JEEPS, private or commercial, all spares, return post.
—Wick Autos, Hampton Wick, Kin. 4718, [0820/R JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015/0621, [0241/R]

1952 (first reg.) Jeeps, all types; spares.-

REBUILT Jeeps (full guarantee equivalent to a maker's) own vehicle taken part exchange; H.P. terms available.—Mansell & Plaher (see Jeep Spares (53066)

Universal CAR Distributores (London) Ultustrated assembly guid: and parts catalogue prior 17. hrees stocks, lowest prices, exchange plan engine. 53:-535. High Rd. Chiswigs London. W.A. Chiswigs 1919,6850.

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), W.W.3. Ham [W4018/R

JEEP Service Station overhaus, repairs, appares available, exchange plan all units.—
2 Fisher, 20, Cadogan Lane, London, S.W.I.
5765, 4732, 4738.

JENSEN

1938 Jensen 35-litre salcon, one owner only from new. radio fitted. in immaculate condition, enhusiast's car: £295.

A CRES ACTOS, Ltd.. 10 and 11. Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

BROOKLANDS.—Individuality, new and used carr NEW Jensen Interceptor for early delivery; particulars available on "541."

1951 Jensen Interceptor cabriolet.

BUY or sell your car with confidence

103. New Bond St., London, W.1. Mayfair 8351-6.

Jensen Cars Wanted
ENSEN Interceptor required with drop head coachwork.—Particulars and price to Simmons, 12, Rex.
Jace, Park Lane, W.1. Grosvenor 1188. [7496]

JOWETT

W M WELBECK MOTORS, Ltd., for Jowetts.

WELBECK have far the largest selection in the WELBECK

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extras: £575.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (C4048) DICKS.

1952 Jowett Javelin saloon de luxe really as new; £595. DICKS CAR SALES, Ltd., 385-401, High Rd., Kil-lu:n Maida Vale 6888-9. NEWNHAMS, Ltd.

1952 Jowett Javelin de luxe saloon, excellent con-NEWNHAM House, 235-9. Hammersmith Rd., Lon-don, W.6. Riverside 4646. CLARKES OF PIRBRIGHT.

HE Jowett centre of the south offer:-

1953 Javelin standard saloon, 500 miles; £750.

1949 Javelin de luxe saloon, finished turquois blue, belge leather, fitted twin spot lamps heater and Ace Rimbellishers, hardened crankshaft

heater and Are Rimbellishers, hardened crankshatt; 2465.

2 Javelin de luxe saloon, eries III engine, heater, spot lamp, finished in duo beige and red leather, most attractive car; 2595.

1952 Javelin standard saloon, one owner, low milestery, heaver, loose covers; 2555.

1952 Jupiter 2/3-seater sports, British racing green, beige leather, heater, flame thrower and pillar spot lamps, wing mirrors, supplied by us new recent engine overhaul; 2595.

1950 Bradford de luxe upholstery, small mileage spot market of the control of th

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

H. A. SAUNDERS, Ltd., offer:

1949 (1950 model) Jowett Javelin de luxe saioon. 836-842. High Rd., N.12. Hillside S272 (3 lines).

RICEARDS & CARR, always best value.

1950 Javelin de luxe, one owner, heater; £495.

1949 Javelin, series III engine, £160 overhaul; 1949 Javelin, one owner, excellent; £425.

35. Kinnerton St., London, S.W.1. Sloane 5424.

TOWETT SALES, Golders Green, offer:-

1948 Jowett Javelin de Juxe saloon, highly recom1948 Jowett Javelin de Juxe saloon, highly recom1949 Jowett Javelin de Juxe saloons, colour1952 Jowett Javelin de Juxe saloons, colour1952 John Jowett Javelin de Juxe saloons, colour1952 John Jowett Javelin and reversing lamps,
Redex Lubyrocharger, wing mitrors, Lifeguard tubes,
history available, positively immaculate; £570,
1952 Owner, low mileage, heater, highly recommended; £50e) Jowett Javelin saloon, one
1952 Jowett Javelin saloon, heater, one owner;
1950 £450, Jowett Javelin saloon, heater,

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1952 Jowett Javelin, black, beige leather, heater.
2000 miles, one owner: £575.
COMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford. Guildford £3907-8-9. [C1057

1954 Jowett Javelin saloon, black, delivery mile-age only, new condition throughout; £775.—

Below.

Jowett Javelin de luxe saloon, black, brown
marked, any inspection invited; 3 months' guarantee;
£556.—Trinity Cars. Ltd., 54, North Side, Wandsworth
Common. S.W.18. Vandyke 1168.

1949 (Nov.) Javelin, best over £400, either cash or part exchange new Zephyr.—Coppermill (2211 (London, £.17).

2211 (London, E.17).

GUY ALFREDB & Co., Ltd.—1949 Jowett Javen Laloon, hardened crankshaft, 1952 condition.—6-7, warren St., W.1. Euston 5268.

GOPERFYS, Ltd., Jowett main agents, specialised loss: factory trained mechanics.

GOPERFYS, Ltd., 228, 234, London Rd., Croydon, Coro. 5641-2; 206, Ct. Portland St., W.1. Eust. 645-24, Bushwood Corner, Leytonstone. E.11, main 1965/8.

1950 Jowett Javelin. metallie grey, excellent dition, one owner; £550,—Golly's Ga 1952 (October) Series 3 Javelin, black, mileage under 10 000, as new; £550.—Buntings Motor

1953 (Sept.) Javelin saloon, grey with red leather, radio, or would exchange for new car of calibre.—Henderson, "Spring," Williton, Somerset.

1953 (May) Jowett Javelin de luxe saloon, gre with red leather, many extras, 3,482 miles £798.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.,

1950 (Oct.) Jowett Javelin saloon de luxe, fu did throughout: £465.—Gordon White & Co., Ltd. rards Cross 2077.

1952 Javelin saloon, bronze, red uphoist ceptionally good condition throughou.

—The Wokingham Motor Co. (1953), Ltd., Fisted Ed., Wokingham. Tel., Sco.

£535.—1951 Javelin de luxe, blac heater, one owner, 23,000 m terms, exchanges.—G. E. Hall, Ltd., Hammersmith, W.6. Riverside 2861.

£495 —1950 Jowett Javelin de luxe saloon, gr red leather upholstery, accounted mile 16,000, fitted loose covers, heater, immacul DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266.

specimen and a general specimen and a general

XXX 1951 (September) Jowett Javelin de luxe saloon, maroon with fawn leather, radio, a really immaculate and carefully maintained one-owner car, thoroughly recommended, £560; written guarantee; terms, exchanges.—H. F. Edwards, 200. Great Portland St., London, W.1. Tel. Langham 0012.

Jewett Cars Wanted

WELBECK MOTORS, Ltd., 167, Crawford St., London, W.I. Welbeck S991, Largest Jowett stockiss in the country, would very mach like to buy you Javelin or Jupiter if it is quite perfect and exceptions for its year.

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.5

DICKS the Jowett agents.

OR immediate purchase of your Jowett.

DICKS CAR SALES. Ltd., 385-401, High Rd. Kil-

PRIVATELY owned Javelin -5, Brae Court, Kingston Hill, Sur ev. Tune Hill 2762. [W2037] JAVELIN and Jupiter wanted.—Richards & Carr. 35, Elanerton St., London, S.W.1. Sloane 5424.

Kinnerton St., London, S.W.1. Sloane 5424, W3045

FULL value paid for Jowett or similar; trade or privately.—54, Streatham Hill, S.W.2. Tules Hill 2676.

C. PAIRMAN & DUNG. Mid., Mass Burrey distributors COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus A spares and repiscements processed envice.

W. WILKIN, Ltd., 1, Weston Park and 84, Eden (84055/R)

St. Kin, 2241-2.

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). BUNTINGS MOTOR EXCHANGE offer service and spares and repairs for Jow Bradford and pre-war Jowetts.—Bonners Harrow. Tel. 6235-6.

A.V. MOTORS, Ltd., Park Rd., Teddingto sex. Tel. Kingston 0710.—The Jowett area agents, over 28 years' Jowett spares and service. Middle perience.

JOWET Javelin, Jupiter and Bradford; for the con-yenience of both the public and the trade, full spares, service, repairs and guarance claims facilities now available at Jowett Services, 7-9, Russell Parade, Golders Green Rd., London, N. W.I. Speedwell '976i (10 lines).—Gordon Cars (London), Ltd., The London Distributors.

KAISER SIMPSON'S offer

1952 '53 Kaiser Henry J., 2 doors, heater, seat 1954 covers, choice two, 6.000 miles.
1954 Raiser Manhattan, new, unregistered, duoSIMPSON'S MOTORS (WEMBLETY) Ltd. (American Car Specialists), 345, High Rd., Wembley 86915005.

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RAYMOND WAY. The Hire-Purchase specialists.

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(mode) Laconda Rapier 10ps sports salom, immaculate coachwork and interior, entime recently overhauled it a cost of approximately £100, preselector gear box, 40mpg, open to any inspection, a car for the enthusiast; 249 yuneas.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

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1950 saries Lagonda 2%-litre saloon, black with miles; £1,095 fawn upholstery, heater, radio, etc., 17,000 miles; £1,095 fawn upholstery, heater, radio, etc., 17,000 miles; £1,005 fawn Garners 265-6-7.

BROOKLANDS, Lagonda distributors; latest 1954 models on show and for demonstration.

1953 series Lagonda Mark II saloon.

1952 Lagonda saloon, 13,800 miles, radio.

THE above are guaranteed.

BUY or sell your car with confidence.

103. New Bond St., London. W.1. Mayfair 8351-6.

1953 Lagonda 2.6-litre drop head foursome, radio, GORDON CARS (LONDON), Ltd., 575, Euston Rd., London, N.W.I. Eus. 661.

Davies MOTORS, Ltd. (manaring director, J. E. Davies, 30 years service manager to Lagonda, Ltd.) 1938 dviller L.G., independent front suspension, several extras sports asloon, Sanction II engine, excelling the linear sports asloon, Sanction II engine, excelling the missing ports asloon, Sanction II engine, neather the particulars of these and other models now in curse of preparation available on request; any make taken it per cochinee da fully qualified enwalor gineer to test your car and discuss minor or major overhauls.

ma'or overhauls.

D'AVIES MOTORS, Ltd., 273, London Rd., Staines
Tel. Staines 4211-2-3-4-5 or (private) Walton-onThames 1562. (C108)

PERFORMANCE CARS, a good selection, always avail-able; written guarantee.—See under "Sports Cars"

V. 12 Lagenda. superbly smart sports st U. 12 ling with extras; £675. exchange 45. Shirehall Park, N.W.4. Hendon 1648.

L AGONDA 4½-litre, late 1936, 78,000 mit major overhaul, elegant black saloon or type body by Mayfair, careful maintenance; 1 —Box 3445.

1936 Lagonda 4½-litre 4-door pillariesa saloon, a performer! Special price. £325; hire purchase a performer! Special price. £325; hire purchase a part exchanges welcomed.—Herbert & Mills. Chur Bd. Ashford Middx. Tel. 2960

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ROWLAND SMITH'S, the Car Buyers, Highest cash prices for Lagondas.—Hampstead (Tube) N.W.5 W4018'R PERFORMANCE CARS urgently require Lago Great West Rd., Brentford, Middlesex.

£1000 available for Lagonda d/h coupe, 1950; small mileage essential, priv

DAVIES MOTURS. Ltd. (managing director J. Davies. 20 years service managing director J. the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model. 2.6 model. 273. London Rd., Staines. Tel. 4211 (5 lines). (C1080

CAR MART. LId.

1952 Lanchester 14hp Leda saloon, hester: £975.— N.W.9. Hendon 6500. HAROLD SIMONS, Ltd., offer:—

1947 series Lanchester 10 saloon, black, brown leather, heater, in 1954 condition; £225: 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minute Trolley East Finchley Tube). Finchleg 0052-53. STRATSTONE, Ltd. Lanchester Distributors.

ANCHESTER 14hp saloon (1983), grey with red leather, low milesge: £1,050.
ANCHESTER 10hp saloon (1987), black with red leather, excellent condition; £595.
STRATSTONE 40, Berkeley St. W1 (Mayfair 4404), Service: 7, Herbrand St., Russell Sq., W.C.1 (Termins 7464).

Service: 7. Herbrand St., Russell Sq., W.C.1 (Terminus 7464).

£189—1939 Lanchester 14 Roadrider de luxe saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (1009)

NLY £125! Lanchester Roadrider 1937, just overparm. Wrotham, Kent. Fairseat 29. (7394)

225 gus.—Lanchester Ia 1939 model Roadrider de Arm. Wrotham, Kent. Fairseat 29. (7394)

225 gus.—Lanchester Ia 1939 model Roadrider de luxe saloon, silding head, leather, manual gear change, 1.f.s., good tyres; terms; exchanges.—Rowland Smith, below.

165 seloon, silding head, leather, preselector, t.f.s.; terms; exchanges,—Rowland Smith, below.

125 gus.—Lanchester Ia 1937 Roadrider saloon, silding terms; exchanges,—Rowland Smith, below.

125 gus.—Lanchester Ia 1937 Roadrider saloon, silding terms; exchanges,—Rowland Smith, Bampatead (Hampstead Tube). Hampstead 6041 [C4018]

ACK ROSE, Ltd., offer: Lanchester 10 1948 model

Tube). Hampstead 6041

JACK ROSE, Ltd., offer: Lanchester 10 1948 model

4-door sunshine saloon, one owner, open to any
examination: £485.—Stafford Rd., Wallington, Surrey,
(C3056)

examination; £435.—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056 £425.—Lanchester 10hp saloon, registered 16.9.46, black with brown leather, good condition, radio, heater.—Hewitt, 5, Nanhoran. Claremont Lane, Eaher, Surrey, Claygate 5096. (7588 1953 | Lanchester 13 saloon, colour blue, blue leather, spare unused, indistinguishable from new; £999; part exchange or deferred terms.—Walker & Ward, Ld., Daimler, Lanchester Distributors, Warwick Pface, Cheltenham. Tel. 3316. (7399 | Lanchester 1988 | Lanchester 1988 | Lanchester 1988 | Lanchester experience desting back over 50 years.—Walker & Ward, Ld., Cheltenham. Tel. 3614 and 5616. (6665 XXX | Absolutely unmarked 1955 (May Lanchester 1988 | Lanc

KIRKWOOD CARS buy pre-war Lanchesters...78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2057] ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.5. [W4018/R] 1946-47 or 48 Lanchester 10 saloon wanted, in Brookdale, inchley, N.2.

Finchley, N.2.

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details please to 200 Great Portland St., London, W.1. Tel. Lancham TW2003

L ANCHESTER cars wanted in part exchange for new models; write or 'phone Raiph Clews, at the oldestablished Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146.

ROOT ENGINEERING. Ltd.—Preselected rear-boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. GATEHOUSE Offer:

1937 Lancia Aprilia drop head foursome, new E295.—Gatchouse Motors, Ltd., Highpate Village, London, N.6. Tel. Mountview 4444. [C302]

2398 tyres, superb performance: many others. BenMoTORS, 1. Charendon Rd., Holland Park, London, W.II. Park 5066-7. (50 yds. Holland Park, London). [C302]

Tube. Exchanges h.p [Gl017]

ANCIA Aprilla, 1937, metallic grey, 1959 wheels, new tyres, recent £140 overhaul, a good specimen:

\$550.—The Hindhead Motor Works, Ltd., Hindbead, Burrey, Tel. Hindhead 665.

APRILIA 1937/8, recently sprayed 2-col. scheme, loose covers to match, it alian couplings, manneto, many extras, new engine 1946, very fast, in excellent condition, 2 owners, £550 or near offer.—Box 566;

(7214)

LANCIA Aurelia 1952 4-door saloon. 14,000 miles, perfect condition; £2,600.—Box 3614. [7273

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W. 5. Ham. 6041. DAVIES & MARCH. Ltd., will buy secondM. Lancia, Aprilias.—41.42, Hay's Mews, Berkeley

M. Lancia, Aprilias.—41.42, Hay's Mews, Berkeley

W. 2005. R

L ANCIA.—John S. Truscott, Ltd., urgenty require

L ANCIA.—John S. Truscott, Ltd., urgenty require

L Good examples: hishest prices for cash or exchanges

—173. Westbourne Grove, W.II. Bay, 4274, [W0535]

—173. Westbourne Grove, W.11. Bay. 4274. [W4035 Lancia Spares and Service Lancia Spares and Service Lancia Spares and Service Lancia Charles of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; emuline Lancia factory made spare parts available and supplied at short notice.—For information regarding service, service reconditioning, technical data, etc., proceedings and service reconditioning, technical data, etc., proceedings, and the service reconditioning, technical data, etc., proceedings, and proceedings are serviced by the service reconditioning technical data, etc., proceedings and proceedings are serviced by the service reconditioning the service of the service reconditioning the service of the servi

HAROLD SIMONS, Ltd., offer:-

1951 Lea-Francis 14hp saloon, black, brown car; 6650; 3 months' written guarantee: service after sale; exchanges, deferred.—Harold Elmons, Ltd., 597-401. High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube.) Finchley 3052-33.

Finchley 0052-53.

CHARLES FOLLETT, Ltd., Sole Distributors, Leaf-Princia, London & Home Counties, offer-1951 beige leather to be being being leather too, one owner, 29,000 miles; guaranteed gest, maroon, one owner, 29,000 miles; guaranteed gest, BOWROOMS, 18, Berkeley St., W.I. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elain Ave., W.9. Cunningham 5956. [C2010]
1948 14hp Lee-Francis saioen, sliding roof, heater, ropeored, relined Feb. 1953, 44,000 miles, show-room condition, 2475.—E. A. Woodward, Greenway, Castle Ave., Havant, Hants. Tel. Havant 50. [724]

Camben Motors for Les-Francis.—1949 14th streamlined saloon, Mark IV, similar to current production model, duo-pale green/beige with beige leather upho/stery, performance and mechanical condition of highest order, a car of distillation and grace which cannot fail to appeal to the discerning motorist: 6465.

which cannot fair to appear to an earlier cannot fair to appear to an earlier cannot fair to appear to an earlier cannot upholstery, a very good car all round, sound, economical and of excellent appearance, recently fitted new tyres: £395.

CandDen MOTORS for Lea-Francis.—Leighton Buzzard Beds. 7el, 2041. Open till 6 p.m., Mondays to Saturdays Write for catalogue.

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to Saturdays Write for catalogue. [Clo35]

2. Sense — Lose - Francis December 1948, 14hp 4-4oor,
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removable rear seating, added to the company of the compan

B. J. HUNTER Ltd. Cars Wanted

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, 1W2040 ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. [W4018/R

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SPARES and service for all models from the manufac-turers.—Head Office and Works: Much Park St., Coventry. Tel, 60204-5-6.

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BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7.

B ningham 5936-7.

GLANFIELD LAWRENCE, 2-10. City Rd., Cardiff.

GLea-Francis Distributors East Glamorgan.—Spares
[0665/R]

LIMOUSINES DAIMLER Straight Eight 26bp 7-passenger imousine (1935), black with cloth to rear, in good condition; £295.—Stratstone, Ltd., 40, Berkeley St., W.I. (Mayfair 4404.)

A & S Limousine specialists: Display Fifty care
fully maintained privately owned 7-passer
ger Limousines (mechanical guarantee certificate)

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Ltd. Providence Cour. Science 12941.

12941.

125gns.—Daimler 20 1934 Mulliner 7-seater limouting sine, black, face-forward occasionals, good tyres, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

[C4018

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincolo Cars, Ltd. Gt West Rd. Brentford, Tel. Ealing 4506-0 (0747/R

LINCOLN

SIMPSON'S offer:-1949 Lincoln 2-door, overdrive, radio, heater, all SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialista), 345, High Rd. Wembley 8691, 19305.

BARTLETT.—Mercedes type 500 cabriolet, works maintained; superb condition; £475—27a, February (2015)

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OFFICIAL Mercedes-Bens retailers, offer:-

MERCEDES SAOK B type cabriolet full 4-seater 4 window, black fawn hide, slik mohair hood, r.h drive, mechanical and external condition quite exceptional, superbly equipped and appointed, as excellent proposed to the buyer who appreciates quality and ing in the best tradition; £795.

EXCHANGES, deferred terms.

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1939 Type 230 4-door saloon, Continential steerins, may be seen by appointment.—Victoria 8715-6. (CS005) Chipatead Motors, Ltd.—See our advertisement under "Sports Cars."

1619 Amerceden-Benz, Tirst-class condition and appearance, two-seater.—Box 5707. (7454) 170S 1955-4 model saloon de luxe black, apecial tomassis, 4.500 miles only remarkable performance sand economy, an ew.—lingits Automobiles.

formance and economy, as new - Input (1971). Ltd. 64, Ptt St., Edunugh 3. Tel. 26287. [6971] Ltd. 64, Ptt St., Edunugh 3. Tel. 26287. [6971] Ltd. 64, Ptt St., Edunugh 3. Tel. 26287. [6971] Ltd. 64, Ptt St., Edunugh 2. Ltd. 64, Ptt St., Edunugh 3. Ltd. 64, Ptt St., Edunugh 3. Tel. 26287. [6970]

mobiles. Ltd., 64, Pitt St., Edinburgh 5, Tei. 2007.

1936 Mercedea-Bens type SOOK Corsica sportsets of the same of the series o

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales
Service and Spares, 111, Grosvener Rd., S.W.1
Victoria 3715-6, Night Service: Victoria 3144. 4732

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1939 2.6-litre sports saloon, beautifully finished in grey and black, maintained entirely regardless of cost and undoubtedly one of the finest examples in existence; £325.

1939 2.6-litre \$2.525.

2.6-litre \$2.52 JACK ROSE (M.O. dealers and stockists).

JACK ROSE (M.G. dealers and socialists.)

1950 M.G. T.D. 2-seater, in black, many extras:
1952 T.D., British Racing green, very clean, any
ton, Surrey Wallington 6677. Also High St., Banstead Tel. Burgh Heath 36.

BEARTS of Kingston, M.G. specialists, sales, spares,
repairs.—102, London Rd., Kingston, Tel. Kin, 3548.

WANTED-SPARES AND SERVICE USED CARS FOR SALE AND

B. J. HUNTER, Ltd., offer:-

1952 M.G. T.D. sports 2-seater, enthusi B. J. HUNTER, Ltd., 22. Cricklewood N.W.Z. Tel, Gladstone 6303. H. BEART & Co., Ltd., offer:—

953 M.G. T.D. 2-seater, red with biscult story, genuine 9,000 miles and like bran roughout; £595 -102, London Bd.. Kingsbhames, Tel. 5348. throughout: £595 -102. London Bd. Thames. Tel. 3348.

GUY SALMON AUTOMOBILES offer:—

1953 M.G. T.D., 8,000 miles, quite as new; £635, —Portsmouth Rd., Thames Ditton. Ember-brook 5551-2-3.

DARADE MOTORS (MITCHAM), Ltd., offer:-

1951 M.G. T.D., black/green, fitted with hard top, and many fitted. T.C., British racing green; £565.

1948 M.G. T.C., British racing green; £565.

1947 M.G. T.C., red, Windtone horns; £355.

1946 M.G. T.C., black, fitted reconditioned engine extras; £355.

extras: £355.

Parade Motors (MITCHAM), Ltd., 66-67,
Parade, Mitcham. Tel, Mitcham. 3392.

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts,
Welwyn 481.2/3, offer:—-seater, finished grey, new
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477. [C101]

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1938 Rover IB asion, black, 1953 condition; 3 months' guarantee; terms; £245.—Rogers Garage, Wellesley Ave., W.6. Riv. 2644. (19394 BRUTONS, Ltd.—1947 Rover 12, black, brown interior, reconditioned throughout taxed; £495.—12-14, Osten Mews, Emperor's Gate, S.W.7. Fremattle 1942.

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CHOICE of 3 Standard 8s, 2 saloons and one drop head, all guaranteed; from £245; terms and ex-changes, care—Slocombes, Ltd., 58-52 Dudden Lane, N.W.10, Willieden 4669; nearest under-ground, Dolls Hill Statem 1669; nearest under-philip RICKARDS, Ltd., offer:—

1953 Standard S saloon, black, 6,000 miles, per-Brick St., Park Lane, London, W.1. Grosvenor 472-3. STANDARD 8, 1984, delivery mileage only, perfect condition: £515.—Box 3624.

200 1:1948 Standard 8 salcon de luxe, small mileage, carefully used.—Below.
100 1:1959 Standard 8 de luxe salcon, excellent car, beautifully maintained; choice of 2: 5 months' guarantee; hire purchase, exchanges.

I AMBS, of Wood Green, Pinchiey Showrooms, 421/425, High Rd., Finchley, N.12. Pinchley 6221. (East

1954 Standard Shp saloon; H.P. and exchanges.— 479. Green Lanes, N.13. Pal. 1878. [7431 1954 Standard & saloon, nominal mileage; Woking 330

Woking 530. [LGR07]

75 ms.—Standard 8, late 1948 foursome drop head coupe, excellent condition; terms, exchanges.—

Rowland Smith. below.

265 ms.—Standard 8, September 1947 saloon, slid-changes; list; open 9-7 week-days and Saturdays.—
Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

BRUTONS, Ltd.—1947 Standard 8 drop head, grey, grey interior, new hood; £275.—13-14, Osten Mews, [Clo26] 1954 Standard 8 saloon, h.p. terms and exchanges.
—Motourists (London), Ltd., Gt. North Rd.,
East Finchley Station, N.2. Tudor 2301-2. (C3018

£225 !!—Standard & tourer, 1947, well mainted excellent condition throughout; terms changes.—291, Sandycombe Rd., Richmond (Su 3477 and 1287 (evenings).

3477 and 1887 (evenings). Richmond (Surrey)
1946 Standard 8 saloon, black/brown leather, surteed: £260; exchanges; term.—Palmers, 53, York St.,
Twickenham, Popesgr we 1890/7067.

Camben Mottors; or standards.—1948 Shp saloon;
can be described as a super de luxe model; maintained and equipped almost regardless of expense;
war Standards of extrast one of the very best postwar Standards we have offered; moderate mileage
Camben Mottors for Standards.—1948 Shp fourer,
new hood fitted and engine overhauled last year;

245. MDEN MOTORS for Standards.—Leighton Busard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [Clo32] Standard Standard Standard Stourer; this car is without doubt in outstanding condition throughout; finished black, cellulose and chrome are immarciate and unmarked; interior almost like new; all tools; original tyres and unused spare: tota; mieage under 14,000; history known; £285.—Gordon White & Co., Lid., Cerrards Cross 2077.

STANDARD 9
1938 Standard 9 saloon; £185.—5 months' guarandard 19 saloon; £185.—5 months' guarandard 1958 tee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169 Priory Rd., 160 Priory Rd.,

STANDARD 10 A CRES offer:-

1937 Standard 10, black with red leather upholatery, taxed, very clean car; £175.

CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Claphan Park Rd., S.W.4. Tel. Macaulay 2211-2.

1936 Standard 10 saloon: £110, 3 months' guaranJack Williams McOtors, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. [C4054] £190.—1938 Standard 10 saloon, black, excellent condition.—Haverstock Garage, Haverstock Hill. N.W.3. Gulliver 2662. (C2072

GLANFIELD LAWRENCE offer:

1948 (Nov.) Standard 12 drop head coupe, black, one owner; 29,000; very nice throughout; £365.—407, High Rd., N.12. Finchley 0091. [C2053 GLANPIELD LAWRENCE offer:-

1947 Standard 12 saloon, black, red leather, 234,000 miles, exceptionally nice through 245.—407. High Rd., N.12. Finchley 0091.

£325 —Standard 12, 1947, in splendid me and body condition throughout. FERRARIS OF CRICKLEWOOD, Ltd., Cricklewood Broadway, N.W.2. Gladstone

£395!!!—1948 Standard II drop head coup. (C2008 men motor car, new hood; carefully guests motths guarantee; hire purchase; exchanges. LAMES OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2008)

325 gns.—Standard 12, late 1947 saloon, slid leather, one owner, reconditioned engine exchanges; list; open 9-7 week-days and Sal Rowland Smith, Hampstead (Hampstead Tube-steed 604 to 1988).

STANDARD 14

1947/8 Standard 14 saloon, one owner, absolutely as new; £375; 5 months' guarantee, terms JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. (C4054 1946 Standard III sun salcon, good condition, exe-cutors sale; £275.—Bruce France, Sa, Crom-well Mews, South Kensington. Fla. 0513. 1948 Standard 14 sa.con, sun roof, excelle dition, guaranteed; £335, exchanges, Palmers, 53, York St., Twickenham. Pop

345 ms.—Standard 14, late 1947 saloon, taxed; exchanges; list; open 9-7 week-days and Satur Rowland Smith, Hampstead (Hampstead Tube), stead 6041.

ROYS offer.—1947 Standard 14 saloon, in two tone services, blue interior, exceptional; £315; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.I. (Near Camden Town Tube Station.)

Euston 2700 and 8894.

ALWAYS STANDARD VANGUARD
STANDARD VANGUARD STANDARD Vanguards. A selection with a written guarantee and free after seles service at NATLOR & ROOT, Ltd. 25. East Hill, Clapham Junction, S.W.II. Batt. 2522. CRES offer:-

1953 (August) Standard Vanguard Phase II, 5,000 miles only, one owner; £725.

A RESS AUTOS, Ltd., 16 and 11, Ascot Parade, Claplam Park Rd., S.W.4. Tel Macaulay 2211-2 (Cloo2 NEWNHAMS, Ltd.

1949 Standard Vanguard saloon, greeu, good con-newnHAM House, 235-7-9, Hammersmith Rd., Lon-don, w.6. Riverside 4646.

1953 Standard Vanguard Phase I saloon, radio, heater: £625.—Car Mart, Ltd., 562, Streatham Bigh Rd., S.W.16. Streatham 0054.

A UTOMOBILIA, Ltd., offer:

1949 Standard Vanguard 4-door de luxe saloon, et al. 1949 Standard Vanguard 4-door de luxe saloon, et al. 1949 Standard Vanguard Vanguard 1949 Standard Vanguard 1949 Standard Vanguard Vanguard 1949 Standard 1949 Sta

1952 (July) Vanpuard, one owner, 12,000 miles, black fawn leather, heater, demister, presention radio, condition as new; 4858; 3 months' written guarantee; service after sale; exchanges, deferred. Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchler Tube). Finchley 002-55.

H. A. SAUNDERS, Ltd., offer:—

1952 Standard Vanguard saloen, black-brown up-holstery, heater; £585. 836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

WARWICK WRIGHT, Ltd., offer:-

1952 Standard Vanguard saloon, blue, 17,000 miles;
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
102045
BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Phase II Standard Vanguard, black, red 1953 Phase II Standard Vanguard, grey, red 1953 Phase II Standard Vanguard, grey, red 1958 ERRELEY Square, W.1. Grosvenor 4343.

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1.

1952 Standard Vanguard sal., grey, heater, very gas good condition, serviced and guaranteed; CERVICE Way. SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1951 Vanguard, blue, blue upholstery, heater, radio, DOUGLAS CAR SALES, 806/822. Great Cambridge GOIO75.
1951 Vanguard asloon, 11,000 miles, heater, absolutely as new: £325.
1950 miles genuine; £475; 3 months' guarantee; terms and exchanges.

terms and exchanges.

Ltd., 169, Priory Rd.,

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,

Hornsey, Mountyley 5228 and 5774. [C4054]

\$495 | Standard Vanguard 1951 one owner. Standard Vanguard 1951 one owner. Perkarls of CRCKLEWOOD Ltd. 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254, (C2006 VANGUARD 1950, heater, low mileage, blue, one owner; £425.—Value Cars, East Sheen. Prospect (C4066)

VANGUARD Phas: II, green, green trim, used two months; £100 under list, £695.—Robbins, East Put-ney. Tel. 4581.

1952 Vanguard de luxe saloon, black, heater, low mileage, excellent condition; £515.—Dob-sons, Ltd., Staines 801. VANGUARD, 1952 (August), grey, one private owner, low mileage, virtually new condition; £540.—[7380

1951 Standard Vanguard saloon, heater, 23,000 miles; £485.—Tame, Hazeldene, Nutcombe 17419

£425.—1950 Standard Vanguard saloon, black, red uphoistery, recorded mileage 20,000, fitted DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denhan 2266.

STANDARD VANGUARD

CAMDEN MOTORS for Standards.—1982 Vanguard saloon, fitted radio and heater, leather upholstery, cecorded mileage 15.500, one owner; £595.

CAMDEN MOTORS for Standards.—1951 Vanguard saloon de luze, smart metallic grey finish with fitted heater and for the content of the content of the case of

£385.—1949 Vanguard saloon de luxe, magnification spotiess condition; choice 2; also 1950 and 1951 models; 3 months' guarantee; hire purchase

AMBS OF WOOD GREEN. Finchley Showrooms.

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421-423, High Rd., Finchley, N.12. Finchley 6221.

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17506
5000 miles only-1953 Standard Vanguard saloon,
Ltd., 15-14. Upper St. Martin's Lane (Ad). Leicester
8q. Tube stn.). W.C.2. Temple Bar 3588. (Cl027
A.Z. MOTORS offer 1952 Vanguard, originally sundhination, invited by us. 18,000 miles only. one owner, any phied by us. 18,000 miles only. one owner, any commission of the commission

Sk., W.1. Lan. 1343.

1951 series Vanguard saloon, maroon, fawn hide interior, heater, exceptional condition, low mileage; £465; consider part exchange.—14, Offington Gdns., Worthing, Swandean 849, [7-002]

1952 Vanguard saloon, leather, heater, windscreen miles, immaculate condition; st 255; 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.)

ten guarguset ten gluarguset 1119. (Tube.)

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, silver grey/grey, grey/red, green/beige, grey/grey (overdrive, heater, radio, covers), all low mileage, choice 4 from £519; 1951 blue/red, grey/grey (radio, heater), black/brown, choice 4 from £439; 1949 silver/blue, £599; 5 months/ guarantee terms, ex-changes; lists.—Stockwell Rd., S.W.9. Bri. 625).

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OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), W.3. Ham. 6041.

STANDARD MISCELLANEOUS
CARRS AUTO SALES. Ltd.. Standard House, South
End Croydon. Cro. 6088. Standard and Triumb
Distributors for Croydon. Purisy. Caterham. Epsom
Mitcham. Beckenham Bromley. Sidcup. Bexleyheath
and Farningham. Standard Missellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.S. | W4018/R

PRIVATELY owned Standard 12 or 14.-5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037 MARSTON MOTOR Co., Ltd., for your Standard.—
Tel. Sta. 8000.—Seven Sisters Rd., Tottenham.
[Ol81/R]

XXX H. F. Edwards offer immediate cash for pood Standard cars.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012.

KJ MCTORS, Ltd., for spares, reconditioned units:
KJ Girling agents.—Bromley, Kent. Rav. 3456.
10867/R STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel.

STANDARD spares all models from 1954 by return of post; genuine factory replacement engines, 1936 onwards; quote commission number when ordering WHITE'S GARAGE Ltd. Standard and Triumb Distributors Grimaby. Tel. 5486. (0475/R

STANDARD spares all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford, Tel. 5391, [425]

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel 4464); and Prince's Drive, Collwy Esq. (72e), 3522). (Tel. 3522).

MARGATE, Kent.—Service and spares for all models.

—Post enquiries to Northdown Motor Co. (Distributors). Northdown Rd.. Margate Tel. Thanet (4250

Standard Spares and Service

ANKESTER ENG, Co., Ltd. (distributors in Surrey since 1911). —Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43. Eden St., Kingston Kin. 3151-4.

HALLS (FINCHLEY). Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 ofwards; guarantee three months; Gleing and Bendix stockists.—Arcadia Avr., Finchley, N.5. Pinchley 500/A.

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METCALFE & MUNDY. Ltd.

STUDEBAKER Champion 1949 4-door saloon, black
7.R.d., one owner, winking indicators, leather upholstery; £595, 280, Old Brompton Rd., S.W.5-remantie 5471.

Fremantle 5471.

STUDEBAKER Champion Regal Starlight
cream and blue (1955 show model), 600
£2.250 or offer.—Jackstonn. *Pine Corner,"
Southampton, Tel. 68141.

1952 (June) Studebaker Commander V.B.
hardtop sedan, r.h.d. radio, grey and i
condition as new throughout; £1.575.—H. C. Pat
32, Bruton Pince, W.I. Mayfair 0621-2.

1951 Studebaker Commander convertible, hydro-matic, many extras, 12,000 miles.—Jor-Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4859.

Rensington 4888. [C4028
E7795] [1-1048 26hp right-hand drive Studebaker
Commander saloon, fitted overdrive, immeculately finished in description of the description

Studebaker Cars Wanted

1947 Studebaker Champion, up to £350; one rereconditioning considered Provan,
395, Rutherglen Rd., Glasgow, C.5. [7435]

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505

RAYMOND WAY.

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RAYMOND WAY, the hire-purchase specialists.

1949 Sunbeam-Talbot 90 saloon, finished mis green with upholstery to match, superb mechanical order, one change of ownership from new

sincial green with approsectly to match, superb meering from new 479ms.

Hike purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards),

METROPOLITAN MOTORS.

HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1950 Sunbeam-Talbot 90 saloon, one owner; £565. 1951 Sunbeam-Talbot convertible, heater, loose the covers: £640.—Mstropolitan Motors, Horn Lane, Acton, W.S. Acorn 5084.

AUTOMOBILIA, Ltd., offer:

1950 (April) Sunbeam-Talbot 80 4-door de luxe 1950 sunshine saloon, black, red leather, heater radio, one owner, exceptional condition; £595.—Auto-mobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891, (C1088)

HAROLD SIMONS, Ltd., offer:--

1950 Sunbeam-Talbot 90 saloon, black, brown leather, 20,000 miles, excellent throughout;

1948 Sunbeam-Tailot 2-litre saloon, demister, radio, covers; £455; 3 months written franties; service after sale; exchanges, deferred.—N.2 (at North Circular Cross Rd. 3 minutes Trobe East Finchley Tube). Finchley 0052-53.

WARWICK WRIGHT, Ltd., offer:-

1954 (series) Sunbeam-Talbot 90 saloon, gun grey, radio and heater, 5,000 miles; £1,065.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
[C4045

GUY SALMON AUTOMOBILES offer:-

1952 Sunbeam-Tailot SO saloon, black/red
1952 Sunbeam-Tailot SO saloon, black/red
1950 Soloon, black/red
1950 Solo RICHARDS & CARR, always best value.

1951 Sunbeam-Talbot 90 saloon, genuine mileage 1951 12.000, beautiful car; £725. 1951 Sunbeam-Talbot 90 saloon, one owner, H.M.V. 1951 August 1968. 35. Kinnerton St., London, S.W.1. Sloane 5424.

1952 Sunbeam-Tailot 90 saloon, choice of 2; from GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.L. Eus. 6611.

Goldon, N.W.1. Eus. 6611.

1948 Sunbeam-Talbot 10hp drop head. 30,000.
Reference order; £450.—Croydon 7803.
Reference order; £450.—Croydon 7803.
Reference order; £450.—Croydon 7803.
Reference order; £450.—Croydon 7803. 1951 Sunbeam-Taibot saloon, metallic blue, one owner: £095.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho), Hil. 1044, [751]

SUNBEAM-TALBOT

SUNBEAM-TALBOT
Specialists.

2735 — Subseam-Talbot 90 Mark II saloon, sapphire
Subseam-Talbot 90 Mark II saloon, sapphire
Subseam-Talbot 90 Mark II saloon, sapphire
Subseam-Talbot 90 Mark II convertible,
sapphire blue light fawn, heater, in outconfident, light fawn, heater, in out-

35-41, Holdenhurst Rd., Bournemouth, Tel. B'mth

SUNBEAM-TALBOT 1952, excellent order, one owner, fitted radio and heater; £700; can be seen at—Butlers Murston, Warwick. Tel. Kineton 504. [7527

1939 Sunbeam-Talbot 2-litre saloon, guaranteed:
£270; payments.—Oldfield, 386, Kensington
[C5029]

1948 (Jan.) Sunbeam-Talbot 2-litre sports saloon. (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Bants. Tel. 1681.

JACK ROSE, Ltd., offer: 1950 Sunbeam-Talbot con-vertible, in black, and red hide, clean and mechanic-ally excellent; £575.—Stafford Rd., Wallington, Surrey, Wallington 6677.

1949 (October) Sunbeam-Taibot 90 green sun sun owner; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.

owner; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croyden, Addiscombe 3006.

Camdden Motorors for Sunbeam-Talbots.—1952 Mark II 90 selon, in faultiess condition throushout: recorded mileage 12,000 but looks considerably less; black with red leather uphoistery; £475.

Camdden Motorors for Sunbeam-Talbots.—1951 Mark II 90 saloon, 21, litre model in black, coachieved the selection of the sel

590 —1952 (Dec., '51) Sunbeam-Talbot coupe, colour poly green, red upholatery, fitted heater, tyres, hood, etc., as new; 16 deposit.—Simm. 19, Bennett Rd., Riigher Crumpsell, Manchester, 8, Tel. 1924 Cheetham Hill.

395 sns.—Sunbeam-Talbot 10 December 1947 sports salone, sunmetal, siloting head, one, owner, excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead // Hampstad Tube), Hampstead 6041. [O3018

stead 'Hampstad Tube). Hampstead 6941. 1C4ver R Oys offer,—1940 Sunbeam-Talbot 2-litre sports saloon, above average, taxed; £295; terms and cxxhanges,—Roys Automobiles, Ltd., 127. Parkway, W.J., (Near Camden Town Tube Station.) Euston 2700 and 6894. Sunbeam-Talbot 2-litre tourer, finished red. Really own of the Commeau cover, side screens, etc., in really cool order; £272.—Sermour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Bendon 2146.

\$5.95 \text{!!! Superb 1950-51 Sunbeam-Taibot 90 aaloon,} \$1.00 \text{ lower pinch black, genuine mileage 22,000 by one meticulous private owner, this car must be seen and compared as we feel it is the finest specimen synalable.—Northern Motors of Harrow, 186-194, Pinner Rd. Harrow 4444.

Sunbeam-Talbet Cars Wanted

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REQUIRE modern low-mileage Sunbeam-Talbot cars BIRMINGHAM.-Lower Temple St. (Central 8411).

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OCHESTER,-(Chatham 2231.)

WROTHAM Heath .- (Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401.

RICHARDS & CARR buy Sunbeam-Talbot.-35, Kinnerton St., London, S.W.1. Sloane 5424.

BARTLETT will pay more for good Sunbeam-Tallotto, —27a Pembridge Villas, W.11. Bayswater 0523, (W1013

URGENTLY required, 1955 Sunbeam-Talbot 90 d/h coupe; must be low mileage and in first-class condition.—Full details and price May. 9060. (W3052 URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel 1681.

XXX H. F. Edwards offer immedia to 200, Great Portland St., London, W.1. nediate cash for .—Details please W.1. Tel. Lang-

BIRMINGHAM and Midlands.—Low-mileage Sun-beam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/8]

ROWLAND SMITH'S, The Car Buyers,—Higheat cash prices for Sunbeam-Talbot.—Hampstead (Tube). N.W.3 Ham 6041. CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co. Ltd. the Sunbeam-Talbot distributors, Parliament 8t. Nottingham. Tel. 46381.

TALBOT

terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,

Hornsey Mountview 5228 and 5774. (C4054) J Hornsey. Mountview 5228 and 5774. (24055
2 5ms.-Talbot, 1988 3-litre aloon, aliding head
terms, exchanges; iss; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).
Hampstead 6041. (24018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Taibot.—Hampstead (Tube), N.W.3. Ham 6041.

ARGE stocks new and scornier libot spares, 1923-36, included ambulance.—Clare's Motor Works 206 Knights Hill, London, S.E.27. Glosy Hill, 1932-36, 1932-36, 1932-37, JOHN BLAND for pre-war Talbot apares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc., exchange service: splined wheel hubs.—27 Southfields Rd.. S.W.18. Vandyks 1612.

CAR MART, Ltd. TRIUMPH 1952 Triumph Renown saloon, heater; £745.

1953 Triumph Mayflower saloon, heater: £545.— Euston 1212. (C1039 GATEHOUSE offer:-

1938 Triumph Vitesse saloon, black, one owner Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444.

ELITE MOTORS offer:-1947 Triumph 1800 razor-edged saloon, grey, grey states a salor one owner, excellently maintained, faultless mechanical condition, very attractive appearance, any trial or inspection; yours for £145 deposit, cash price £455.

Elite MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines).

BRADSTOCK MOTORS, £44.

1954 model Triumph T.R.2 sports, overdrive heater, leather, loose covers, twin negligible mileage.—Chase Rd., Epsom 633.

1953-4 Triumph T.R.2 sports, 500 miles enly,
TOM GARNER, Ltd., 10-12, Peter St., Manchester,
2. Blackfriars 9858-8-7. [C2020]
B. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fine car, much above B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N. W. 2 Tel. Cladations 6305. [C2040 AUTOMOBILIA, Ltd., offer:—

1951 Triumph Renown saloon, black, beige leather heater, windscreen washers, low mileage, on owner, excellent condition; 2595.—Automobilia, Ltd. Pippincok Garage, Dorking 4504, 3891.

HAROLD SIMONS, Ltd., oder:—

1953 (May) Mayflower, one owner, 9,000 miles, 2575; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Lid., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley C052-3. GUY SALMON AUTOMOBILES, offer:-

Triumph 2000 rasor edge saloon, grey/grey maintained example: E555.—Portsmouth Rd., Thames Ditton. Emberious S551-2-5.

TO SALES (LONDON), Ltd., offer:—

AUTO SALES (LONDON), Ltd., offer:—

1952 Triumph Mayflower, leather, heater, one owner: £485—Auto Sales (London), Ltd., offer:—

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H. M. BENTLEY & PARTNERS, Ltd., offer:—

1949 Triumph Roadster, radio and heater, 28,000 miles £525 p. Albemarie St., London, W.1. Tel. Grosvenor 5551. [C1018

DAGENHAM MOTORS, Ltd., offer the following car:

1951 Triumph Mayßower, blue, heater, 15,000;
56 Park Lane, W.1. Hyde Park 4866; 374, Ealing A. Alperton, Middx. Perivale 3386; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.

TRIUMPH 1952 (May) o miles, leather, heater, loose covers, as Basil Roy, Ltd., 161, Gt. Portland St. m 7733.

3,000 miles 3,000 miles 250 44, Upper 80 82n.) s only, 1953 Triumph Mayflowe 95.—British & Colonial Mote t. Martin's Lane, W.C.2. (Adj. Temple Bar 3588. £485 T

-1949 Triumph Renown rasor-edge recond. engine, radio, etc.; immach ham), Ltd., 2c, Balham Hill, S.W.12 ham South Tube.) Batt, 1107-8-9. 1952 Triumph Mayflower, jade green, be from new, has been meticulously maintained;

at attractive figure of £565.

REG TIMMS (MOTORS), Ltd., 17-18, High St.,
Toddington, Beds. Tel. 371. 1949 (May) Triumph Roadster 2000 bood, low mileage, first-cla £495.—H. A. Saunders, Ltd., 326-330, N.W.1. Euston 4511.

525gns.—Triumph Mayflower 1952 green, fawn upholstery, heater small mileage, exceptional; terms, exchan Smith, below

Smith, below.

395gs.—Triumph 1800, December 19
coupe, grey, blue leather, excellent terms, exchanges; list: open 9-7 week-days days.—Rowland Smith, Hampstead (Hamps Hampstead 6041

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ista.—Stockwell Rd, S. W.S. Bri. 6251. [C306]

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beautifully maintained ... owner grey with grey leather, a
beautifully maintained ... owner grey leather, a
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£5 15 !!! 1950 Triumph 2000 Roadster, in black with
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FULL value paid for Triumph or similar: trade or privately.—54. Streatham Hill, S.W.2. Tulse Hil (W3016

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(Finchler), Lid., Oueou Fasting, [7512]

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[7505]

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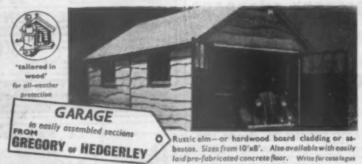
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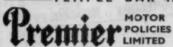
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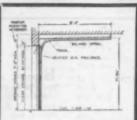
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INDEX TO ADVERTISEMENTS

PAGE	PAGE	PAGE
A CHESON COLLOIDS, LTD 32	HALL, G. S., LTD	RADIO SUPPLY CO (LEEDS),
Aero Spares Co 6, 77	Hall, Robert H., & Co. (Kent), Ltd 76	LTD 76
A.F.N. Edit. 295	Hamilton Motors (London), Ltd 2, 37	Revvo Castors, Ltd 4
Alpha Woodcraft, Ltd 78	Headen, A. E., Ltd 76	Robinson L., & Co. (Gillingham), Ltd. 16
Alvis, Ltd 23	Henlys, Ltd 38	Rollet, H., & Co 76
Armstrong's Patents Co., Ltd 11	Hills (Patents), Ltd	Rootes, Ltd Front Cover
Astley, Brook & Co., Ltd	Houdaille Hydraulic Suspension Co., Ltd. 77	Rose & Young, Ltd 34
Austin, J., & Sons, Ltd 36		Rowland Smith (Motors), Ltd 37
Automotive Products Co., Ltd 5		Rubery, Owen & Co., Ltd
	LIFFE & SONS, LTD 14, 78, 79	Runbaken Electrical Products 76
	Intelect Led	Russell Development, Ltd 75. 76
BANK TOP MOTOR HOUSE, LTD. 34	Intalock, Ltd	Rye, Claude, Ltd 77
Bades Force Lad		
Batley, Ernest, Ltd	IZ .	Sarra constant
Bitulac, Ltd	KEY-LEATHER CO., LTD 15	SALTER, GEORGE, & CO., LTD.
Blanchflower (Kettering), Ltd 16	Kladwell, Ltd 77	Saunders, H. A., Ltd 35
Blue Star Garages, Ltd		Scale Model Equipment Co
Bolton Gate Co., Ltd		Servais Silencers, Ltd 10
Boon & Porter, Ltd	JANKESTER ENGINEERING CO	Shadow Instruments, Ltd
Bricovmo, Ltd	LTD 37	Shell-Mex & B.P., Ltd 20, 29
Bristol Aeroplane Co., Ltd. (Car Division) 18	Leco Accessories, Ltd	Solex, Ltd
British Leather	Lindaco	South Eastern Battery & Electrical Co. 76
Broadfield Garage & Eng. Co., Ltd 3	Lodge Plugs. Ltd 25	Surrey Concrete, Ltd 79
Brown, W. J 36	Luton Motor Co., Ltd 76	Sutcliffe, F. H. Ltd 80
The same of the sa	V	T
CAMPEN MOTORS 1779	METROPOLITAN-VICKERS ELEC	TECALEMIT, LTD.
Campen motors, LTD 35	TRICAL CO. LTD 4	Teleflex Products, Ltd
Catford, D. S., Ltd	M.G. Car Co., Ltd	Terry, Herbert, & Sons, Ltd 30
Cheshire, Maurice, & Co	Millers Car Equipment 80	Thorn, J., & Sons, Ltd 76
Chloride Batteries, Ltd	Mole, M., & Sons, Ltd 78	Toledo Woodhead Springs, Ltd 14
Collier & Collier, Ltd 75	Morris, S., & Co 36	Truepoint Motor Accessories Ltd 12
Coombe Bridge Garage, Ltd 37	Multicore Solders, Ltd 79	Turner, William (Kismet), Ltd 17
Cord's Piston Rings, Ltd		Tyresoles, Ltd
Cord s Fiston Rings, Ltd 10	N	
	NAYLOR & ROOT, LTD 34	TARVERCAL TRADERS
U	Neale, James, & Sons Ltd 10	University Motors, Ltd. Edit, 296
ELITE MOTORS (TOOTING), LTD. 36	Neo Electrical Industries Ltd 75, 76	Chiversity Motors, Ltd Edit. 296
Enfield Tyre Co 8	Newnhams, Ltd	**
Esso Petroleum Co., Ltd 22	Nu-Swift, Ltd	V AUXHALL MOTORS LTD 21
Evans, P. J., Ltd 34	the state of the s	
	0	W
IX	OFFORD & SONS, LTD Edit. 296	W ALKER, J. J 76
FENTER, LTD 8	Optical Products	Warwick Wright, Ltd 33
Ferodo, Ltd		Weathershields, Ltd 6
Fisher, Morgan, & Co 4	D	Wembley Court Motors 10
Forward Sparking Plug Co., Ltd 76	PARK LINES LTD	Wico-Pacy Sales Corp., Ltd Back Cover
Freeman, A. Ltd. (Grosvenor Garage) 35	Pelhams, A 75	Wilson Car Hire Services. Ltd 34
The state of the s	Perry, W. Harold, Ltd 36	Withams Motors, Ltd 76
~ He in the late	Portable Concrete Buildings, Ltd 77	Woodhead. Jonas, & Sons, Ltd 18
GARRINGTON, LTD 6	Portman Supply Co 75, 78	
Girling, Ltd Cover ii	Premier Motor Policies Ltd 76	YEOMANS, J. H., & SONS, LTD 76
Glanfield Lawrence, Ltd	Pride & Clarke, Ltd 2, 34, 76, 79	I COMANS, J. H., & SUNS, LTD 76
Goodyear Tyre & Rubber Co. (Gt.		77
Britain), Ltd 24	0	ZENITH CARBURETTOR CO.,
Gregory (Hedgerley), Ltd	QUALITY COVERS, LTD 78	LTD 7

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